

NEW ADVERTISEMENTS

HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.

DURING the absence of Mr. W. E. CLARKE from the Colony, Mr. JOHN ARNOLD will act as Secretary to the Company. By Order of the Board of Directors, P. H. HOLYOAK, Chairman.

Hongkong, 24th July, 1916. [938]

HONGKONG JOCKEY CLUB.

A MEETING of Members interested in SUBSCRIPTION GRIFINS for the next Races will be held at the JOCKEY CLUB Office on TUESDAY next, 1st August, at 12 o'clock noon.

By Order, T. F. HOUGH, Clerk of Course. Hongkong, 25th July, 1916. [939]

TO LET.

GODOWN in Duddell Street. Light and Airy Offices overlooking Statue Square. Moderate rent. For rent and other particulars apply to—

Care of "Daily Press" Office. Hongkong, 25th July, 1916. [940]

WANTED.

AN experienced ASSISTANT, capable of taking charge of EXPORT Department of a large Firm.

Apply in "S. S.," stating terms, to Care of "Daily Press" Office. Hongkong, 25th July, 1916. [941]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON, GENOA AND SINGAPORE.

THE MESSAGER.

"GLENGYLE" Captain O. J. Simpson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 31st inst., at 10 a.m. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., 1916, will be subject to sale.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 24th July, 1916. [942]

S.S. "ATLANTIQUE," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before the 27th inst. at 10 a.m. Bills of Lading will be countersigned by the Undersecretary, Canton, on and after Friday, the 28th July, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 29th July, or they will not be recognized. All damaged packages will be examined on THURSDAY, the 27th July, at 10 a.m. No Fire Insurance has been effected.

P. THOMAS, Agent. Hongkong, 24th July, 1916. [943]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND OF THREE AND HALF DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on WEDNESDAY, 26th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, the 19th, to WEDNESDAY, the 26th July (both days inclusive), during which period no Transfer of Shares can be Registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 11th July, 1916. [946]

HONGKONG TRAMWAY COMPANY, LIMITED

(INCORPORATED IN THE UNITED KINGDOM)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND at the rate of 7 per cent. for the Half-Year ended 30th June, 1916, has been declared. The Dividend will be Payable on and after WEDNESDAY, the 13th day of September, 1916, to Shareholders on the Register on MONDAY, the 31st day of July, 1916, and will be paid to Shareholders on the Colonial (Hongkong) Register at exchange of 2/12 per Dollar.

By Order of the Board, W. E. ROBERTS, Secretary. Hongkong, 17th July, 1916. [917]

WANTED.

LESSONS in Russian. Please state terms, etc., to—"A. B." Care of "Daily Press" Office. [934]

AUCTION

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

On FRIDAY, the 28th day of July, 1916, at 3 o'clock in the afternoon at their Sale Rooms, 100, House Street, Victoria, Hongkong, The following very desirable residential Property at the Peak:

situate in Chamberlain Road, 100 yards from the Peak Tram Station and adjoining the Peak Hotel.

Being RURAL BUILDING LOT No. 78, and known by the name of "TREVERBYN."

The property is held under Crown Lease and contains an area of 44,604 square feet. For further particulars and conditions of sale apply to—

Messrs. HASTINGS & HASTINGS, Vendor's Solicitors, No. 8, Des Voeux Road Central, or to MESSRS. HUGHES & HOUGH, The Auctioneers. Hongkong, 10th July, 1916. [692]

HOUSES TO LET

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central (In Ice House Street). Apply to—

WILKINSON & GRIST. [691]

TO LET.

A TWO-STORY EUROPEAN HOUSE at No. 19, Kennedy Road East, Consisting of Four Rooms with Bathrooms and Outhouses Complete. Apply—

YOUNG HEE, 10, Des Voeux Road Central. [693]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING. For particulars, etc., apply—

THE HONGKONG CENTRAL ESTATE, LTD. [695]

TO LET.

OFFICES, 2nd Floor, St. George's Buildings. Apply to—

SHEWAN, TOMES & Co. [618]

TO LET.

"ROCKLANDS" No. 7, Robinson Road, from 1st August, 1916, or earlier. Apply—

M. J. D. STEPHENS, 18, Bank Buildings. [600]

TO LET.

A HOUSE, in Observatory Villas, Kowloon. Apply to—

ARRATON V. APCAR & Co., 14, Des Voeux Road. [611]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—CHINA FIRE INSURANCE Co., LTD. [622]

TO LET.

OFFICES in Prince's Building. Apply to—

SHEWAN, TOMES & Co., Liquidators, REUTER, BROCKELMANN & Co. [672]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL. THE COMMODOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHAMEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate. Apply to—

DAVID SASSOON & Co., Ltd. [415]

TO LET.

OFFICES at 2, Connaught Road.

HOUSES in King's Buildings, HOUSE in CLIFTON GARDENS, Conduit Road.

No. 1, and 2, WEST END TERRACE, CANTON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [32]

TO LET.

TWO ROOMED FLATS in Nathan Road, Kowloon.

THREE ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR ROOMED FLATS in May Road with every modern convenience, including English Bath and Kitchen Range, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon. Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd. Alexandra Buildings. [693]

BOARD AND RESIDENCE.

BEAUTIFUL SITUATION. Every convenience. Apply—

Care of "Daily Press" Office. [903]

INTIMATION

WALKER'S

"BLOCKETTES"

(PATENT "CARBOLACENE" DISINFECTING PERFORATED BLOCKS)

1.—They ensure Healthy Homes

and a pure, pleasant and

beneficial atmosphere.

2.—They purify and sanitize the air,

and are a safeguard against

infectious disease.

3.—They last MANY MONTHS,

cost very little, and require

no attention.

"BLOCKETTES" PRODUCE

THE ATMOSPHERE OF THE

PINE FORESTS!!!

SOLE AGENTS FOR HONGKONG & SOUTH CHINA.

A. S. WATSON &

CO., LTD.,

HONGKONG.

TELEPHONE 16.

BIRTH.

STEWART.—At the Peak Hospital, on the 22nd inst., the wife of Capt. F. H. STEWART, Indian Medical Service, of a son.

[935]

The Daily Press.

HONGKONG, 25th JULY, 1916.

PRESIDENT LI AND THE

SUPREMACY OF THE LAW.

ALMOST immediately after his accession to power, President LI YUAN-HUNG gave an audience to the various Foreign

Advisers, and expounded to them the policy which he intends to follow and the leading principles by which his administration is to be governed. We are well used to these performances; every new Prime Minister of China has made it his first business to proclaim an elaborate programme and to announce all sorts of most beneficial reforms and progressive movements—education is to be improved, mines opened up, and so forth, but, unfortunately, all these reforms have remained mere promises.

President LI's announcement follows, in the main, the time-honoured lines, but in one important respect he strikes a new note. After emphasizing his intention to make as full use as possible of foreign expert advice, President LI declared that it is his purpose to uphold the supremacy of the law. At first sight this might be taken for one of the pieces of platitudinous padding in which politicians delight. We are inclined, however, to regard it rather as a declaration made in all sincerity by a statesman who sees a real and great need. Possibly when making this pronouncement the President had an eye, also, to the needs of the immediate present, and hoped that the revolted provinces would deduce from his words his intention to re-establish the Constitution which had been thrown into the melting-pot by the dissolution of Parliament and the subsequent monarchical movement. This thought may have been in his mind, but it does not seem likely that he would choose an audience of the Foreign Advisers as the occasion for publishing it,

the less so as he was so soon to give practical effect to it. We think, on the whole, that what the President really referred to was the general lawlessness of the Chinese people which has become so much more apparent during the last few years. In view of the reputation the Chinese generally enjoy of being peaceful and law-abiding, a charge of general lawlessness may seem a startling one to bring, but we believe it can be established. This is another of those cases in which foreigners, by long contact with Chinese life, have got into the habit of judging it by a much lower standard than they would apply to a European country. China is not ruled by law at all, but by custom; an Edict or Mandate becomes effective throughout the Provinces if it coincides with the established practice, but any enactment of the Central Government that is incompatible with time-honoured usages becomes a dead-letter. If popular custom sanctions bribery, all the fulminations of Peking will not make the least difference; where people have acquired the habit of piracy there is no set of local opinion against it as being unlawful, and the only thing that will have the least effect on it is forcible repression. Instances might be multiplied—the failure of all attempts to establish a legal standard of currency and of weights and measures furnishes two modern examples—but we think that which we mean is clear when we accuse the Chinese of lawlessness, and this seems to be the idea that the President had when he insisted on the necessity of upholding the supremacy of the law. If this problem could be solved, all the difficulties of governing China would vanish, but it will be a case of uprooting a national characteristic. The Chinese have always treated lightly the enactments of the Central Government, each community forming a little separate unit, governing itself and arranging its own affairs according to its own standards. With the modern developments that have taken place, this primitive system, satisfactory and excellent as it was for a primitive society, has been found wanting, and it is recognized on all hands that the most clamant need of China is for a Central Government that shall be able to govern. With the advent of Parliamentary institutions, the need will be the more emphasized. It is useless to have an elected legislature if all its legislation remains a dead-letter, and, if the Parliament cannot constructively legislate, its energies will inevitably be devoted to destructive criticism of, and interference with, the Executive. It is a hopeful sign that the new President has not only put his finger on the weak spot of the body politic, but, also, has not been afraid to proclaim it. Whether he will be able to find effective machinery for upholding the supremacy of the law is another question. We can only suggest that the first step in that direction will be to before recognition of this principle by the provincial and local officials. If this can be done without a few more revolutions and declarations of independence, we may yet see China a united whole.

A mail for Europe via Siberia closes to-morrow at 10.30 a.m.

His lordship Bishop Pozzoni has received a telegram from the Rev. Father Gabardi announcing his safe arrival in Marseilles.

The P. & O. Homeward mail steamer *Elgler*, with the Hongkong mails of the 17th ultimo, arrived at Marseilles on the 22nd instant.

A meeting of members of the Hongkong Jockey Club who are interested in Subscription Grifins for the next races is advertised for the 1st prox.

In view of the disturbed state of affairs in Chinese territory, intending passengers by the Kowloon-Canton railway are warned that they and their goods cannot be booked beyond British territory (51) further notice, and a similar notice is issued by the Post Office as regards the forwarding of mails.

When charged at the Hongkong Police Court yesterday with stealing a quantity of tooth brushes which he was seen removing from a show-case outside a shop, a Chinese made the excuse that he picked them up in the roadway. The story was too improbable to be true, and Mr. Orme sentenced the man to six months' hard labour and four hours' stocks.

During the week ending July 22nd, two Chinese cases of diphtheria were reported, one proving fatal. In the same period there was a fatal Portuguese case of enteric fever, and a fatal Chinese case of small-pox.

A public meeting held in the Penang Town Hall last week decided to hold an open-air meeting on the Esplanade on the second anniversary of the declaration of war similar to that held last year. It is possible that a meeting similar to that held last year will be arranged for Singapore. What will be done in Hongkong, we wonder.

AFFAIRS OF A RICE SHOP.

ACTION COMMENCED IN HONGKONG.

At the Hongkong Supreme Court yesterday an action was commenced between Tak-kwong and another against the Un Tin Sun firm. The plaintiffs state that one Un Hoi U, deceased, who died on or about April 9th, 1911, was during his lifetime a trustee for himself and eight brothers, of whom the plaintiffs were two, and they ask for one-half share and interest of and in the profits, goodwill, assets and business of the Kung Yuen and Nam Ling firms; also that an account be taken of the profits of the business of the said two shops from the year 1887; and for the administration of the estate and effects of the said Un Hoi U by the Court so far as may be necessary for the purpose of an account. Defendants, who reside at 150, Wing Lok Street, are sued as the surviving legal personal representatives of Un Hoi U.

Plaintiffs allege that they are two of the sons of the next-of-kin of Un Chin-lung, now deceased, that about twenty years before his death in 1887 Un Chin-lung advanced monies to Un Hoi U, directing him to go away from his native place and to invest the said monies as capital in businesses in support of the family of Un Chin-lung. They also say that in pursuance of these directions the two businesses were established as a rice shop under the style of the Kung Un firm, and the business of rice merchants at Cha Long, Saigon, under the style of the Nam Lung firm; that Un Chin-lung executed a document in which he directed that the profits and earnings of the two businesses be equally divided among all his sons; and that he also directed that certain other shops, the Han Sang, (in which he had a half share) and the Sui Tsai Tsan shop (in which he had a fourth share) should go to the eldest son, Un Hoi U. The deceased had the assent and signatures of all his sons. Plaintiffs also allege that they have never received accounts of the profits and earnings of the businesses, nor their share or interest in the firm.

The hearing occupied all day and will be resumed this morning.

Mr. H. E. Pollock, K.C., and Mr. Eldon Potter, (instructed by Messrs. D'Almeida & Mason) appear for plaintiffs, and defendants are represented by Mr. E. H. Sharp, K.C., and Mr. E. C. Jenkin (instructed by Messrs. Deacon, Looker, Deacon & Harston).

BROTHERS.

Two brothers appeared in the Hongkong Police Court yesterday, one as defendant and the other as complainant. The defendant seemed to be of the coolie class, while the complainant had all the appearance of a respectable business man. In addition, his head was heavily swathed in bandages, and he charged the other brother with having assaulted him by striking him on the head with a stool. This brother stated that the brother in the dock never worked and was generally no good. He had often come to his (complainant's) house to ask for money, and on the day of the assault he came with the same request. Complainant refused to give him any more money, whereupon defendant picked up a stool and struck him on the head, inflicting a wound three inches long.

Mr. Wood imposed a fine of \$10, or, in default, 14 days' hard labour.

HOSPITALS IN CHINA.

Chinese merchants are proverbially generous when they come across a cause which commands itself to them (observes *The Straits Times*). The Chinese abroad are particularly mindful of their own districts in China. This has been shown again and again in cases of famine, flood, pestilence and other troubles. Recently there were serious doings at Yung-chun (Engghun) from disbanding soldiers and others who were described as either revolutionaries or banditti, and the Government troops had a pretty bad time, and the help that the Yungchun hospital was able to give was greatly appreciated. This is in the charge of Dr. J. Preston Maxwell, M.D., B.S., F.R.C.S. The general value of this hospital has been recognised, and the Fokien military authorities have given a very considerable donation, which was accompanied with a letter of thanks for what Dr. Maxwell had been able to do for the troops, and the Ministry of War conferred on him the Army and Navy Medal, First Class. Yungchun merchants in Singapore and Malaya, hearing that the hospital was in need, subscribed quite a good sum, which has enabled the doctor to clear off debts partly owing to the increased price of drugs and partly to the purchase of a piece of ground adjacent, long desired and suddenly coming on the market.

JUNK ATTACK AT TYTAMTUK.

CHARGE OF MURDER.

In connection with the attack on a trading junk at Tytamtuk as a result of which a young woman died of injuries sustained and another woman was badly injured, it has now been reported that of the four men arrested in connection with the outrage two have been discharged and the others detained.

At the Hongkong Police Court yesterday those men were brought before Mr. Wood and charged with the murder of the young woman. No evidence was taken, and the accused were remanded in custody.

MISSING FERNS.

FATHER AND SON'S NIGHTLY VISIT.

At the Hongkong Police Court yesterday a Portuguese residing in Mosque Terrace charged a Chinese with the theft of a number of pot palms. It was stated that the residents in Mosque Terrace had missed a great many pot palms, some of which were valuable specimens.

Plaintiff said that he had missed so many plants that his sons and himself kept watch from midnight until 4 a.m. on the following day for several nights, but they did not catch anyone. The plants produced, however, were his.

Defendant's strange excuse was that they were only small plants, and that if they had been large ones he would not have taken them. He was sentenced to one month's hard labour and four hours' stocks.

THE RISING GENERATION.

CHINESE BOYS' ESCAPE AT A RESTAURANT.

A Chinese boy, who was so small that he had to be removed from the dock in order that the Magistrate might be able to see him, was charged at the Hongkong Police Court yesterday with causing a disturbance of the peace at a restaurant at Praya East.

The evidence showed that the boy, along with several others, went to the restaurant for tea, and that after the meal was over he placed all the plates under the table with the object of evading payment, it being the practice among the Chinese to estimate the amount due by the number of empty plates. The restaurant keeper rebuked the boys for their conduct and sent them away. Later in the day, about 10.30 p.m., the defendant, along with several other boys, returned to the restaurant and commenced throwing stones at the restaurant keeper and all and sundry who happened to be near, with the result that the restaurant was arrested.

The boy's defence was that a foki at the restaurant challenged him to fight, and he alleged that he was struck by the restaurant keeper and also by other men.

With regard to the incident of the plates, the boy stated that one of the tea plates fell off the table and broke some glass ware, and that was all that had happened. The restaurant keeper accused him of breaking the plates.

Mr. Wood ordered the boy to receive ten strokes with the birch and also to be detained in the goal for twenty-four hours.

THE WAR.

BRITISH GAIN AT POZIERES.

"ANZAOS" AND TERRITORIALS IN ACTION.

PRISONERS-OF-WAR AT RUHLEBEN.

NAVAL ENGAGEMENT OFF NOORDHINDER.

ATTORNEY-GENERAL AND CASEMENT'S APPEAL.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

VIOLENT FIGHTING ON BRITISH FRONT.

GOOD WORK BY AUSTRALIANS AND "TERRIERS."

LONDON, July 23rd.

General Sir Douglas Haig, in a *communiqué*, says:—The battle was resumed today on the whole front from Pozieres to Guillemont.

Near Pozieres, the outer German works were carried by the Australians and Territorials. Violent fighting is proceeding.

The fighting reached a stage of intense violence when the Territorials and Australians, attacking from the south-west and south-east respectively, carried the German outer work at Pozieres by assault, shortly after midnight.

Violent fighting is now proceeding in the village, where the Germans are resisting desperately with large numbers of machine-guns.

The fighting is equally intense on other parts of the front, but no definite progress is yet reported.

At one time in the morning we recaptured the whole of Longueval, but the enemy regained the northern end of the village. Similarly the outskirts of Guillemont have twice changed hands.

In the neighbourhood of Pozieres we captured a number of prisoners.

We have further progressed in the neighbourhood of Pozieres between Pozieres and Guillemont.

The battle continues with intense violence.

Our troops secured important advantages in the neighbourhood of Pozieres, despite a stubborn defence.

A large portion of the village is now in our hands.

We captured here two guns and sixty prisoners.

POZIERES LARGELY IN BRITISH POSSESSION.

LONDON, July 24th.

General Sir Douglas Haig, in a *communiqué*, states:—Some ground has been gained near Highwood and towards Guillemont. A large portion of Pozieres is now in our possession.

AIRCRAFT BOMBING AND FIGHTING.

PARIS, July 24th.

A *communiqué* states:—There has been a fairly lively cannonade north of the Somme.

French aircraft on the 21st inst. bombarded the station at Vignucelles, and on the same night they bombarded Thionville, where three great fires broke out, and Arnville, Laon and Saintenme. On the following night they again bombarded Thionville. The total number of bombs dropped was 115. On the morning of the 22nd inst. twelve French aircraft bombarded the station and barracks at Mulheim. Returning to their base they encountered and fought a squadron of German aircraft, bringing down four. Two French machines were forced to land within the German lines.

German artillery-aircraft bombarded Belfort, but there was only material damage.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

NAVAL ENGAGEMENT.

BRITISH LIGHT FORCES CHASE ENEMY DESTROYERS.

LONDON, July 24th.

The Admiralty announces that some of our light forces at midnight on the 22nd inst. sighted three of the enemy's destroyers near the Noordhinder Light-ship.

The enemy were repeatedly hit, but they succeeded in reaching the Belgian coast.

Our casualties were an officer and one man slightly injured.

Subsequently the same force engaged in a running fight with six enemy destroyers off Schoueven Bank.

We sustained no damage and no casualties.

PRIZE COURT AWARD.

LONDON, July 24th.

The Prize Court has awarded £3,500 to Lieut. Commander Holbrook and ship's company of submarine *B 11* for sinking the Turkish battleship *Mesudieh* in the Dardanelles in December, 1914, after diving through five lines of mines.

VESSELS SUNK.

LONDON, July 23rd.

The Danish motor vessel *Samsøe*, which was shelled by a submarine, has been towed into the Tyne in a water-logged condition.

The following sinkings are announced:—The Swedish sailers *Juno* and *Ida* and the Norwegian vessel *Bams*.

GENERAL.

(THROUGH REUTER'S AGENCY.)

RUHLEBEN PRISONERS' CAMP.

"INDICTMENT AGAINST GERMAN CRUELTY."

LONDON, July 24th.

A report signed by the American Minister at Berlin, Mr. Gerard, on the housing of the prisoners-of-war in the Ruhleben Camp, constitutes another indictment against German cruelty. The report states:—"It is intolerable that educated people should be lodged six in a horse-stall. The conditions of the lofts are worse. Here the floor space is 25 feet by 30 feet for the accommodation of 64 prisoners. The roof slopes to 66 inches from the floor. The semi-darkness is probably the cause of the depression and mental trouble. The prisoners have nowhere to dry their wet clothes, and they are not provided with soap. The present conditions are impossible during another winter."

DISCHARGED SOLDIERS AND SAILORS.

LONDON, July 23rd.

It is notified that the Discharged Badge, which is given to men discharged from the Army, is also to be awarded to regular and volunteer nurses and medical men in the military service. It bears the words "For King and Empire. For Services Rendered." It is a circle of an inch-and-a-quarter in diameter, is circumscribed with the Imperial cypher, and surmounted with a Crown. It is to be worn with mufti only.

The Admiralty has made a similar notification.

His Majesty the King has approved the issue of a silver badge to the officers and men in the British, Indian and Overseas forces who have served at home or abroad in the present war, and who have relinquished commissions or been discharged on account of age, or through wounds or sickness caused by Military service.

VISCOUNT "GREY OF FALLODEN."

LONDON, July 23rd.

The King has permitted Earl Grey, for personal and family reasons, to assume the dignity of Viscount with the title of "Grey of Falloden," in lieu of an Earldom.

(THROUGH REUTER'S AGENCY.)

SPECIAL MILITARY AREA DECLARED IN SCOTLAND.

LONDON, July 23rd.

Scotland, northward of the line formed by Loch Alsh and Inverness inclusive, has been declared a special military area, and, apart from the ordinary inhabitants thereof and of adjacent areas, visitors will not be allowed within the area without a permit by the Commandant, and the railways will not book passengers who are not provided with permits.

BRITISH BENEVOLENCE IN EGYPT.

CAIRO, July 23rd.

Commercial relations have been resumed between Egypt and Hedjaz. The Government have authorized Sijbaks to carry foodstuffs from Port Sudan to Jeddah, for which place a steamer leaves shortly, fully laden. Thus, thanks to the benevolence of Great Britain, relief has been brought to the Moslems at Sijaz, who are now certain that their provisions will not be confiscated.

THE SHACKLETON EXPEDITION.

RELIEF FOR ELEPHANT ISLAND PARTY.

LONDON, July 23rd.

It is officially announced that the Government intend to despatch the Hudson Bay Company's ship *Discovery*, which is specially built for Antarctic exploration, and which has been placed at the disposal of the Admiralty, to relieve the Elephant Island party of Sir Ernest Shackleton's expedition if they are not rescued before the *Discovery*, which is fitting out at Devonport, is ready to sail.

Lieut. Commander James Fairweather, who is an experienced ice master, has been appointed to command the vessel.

CASEMENT APPEAL.

LONDON, July 23rd.

The Attorney-General has refused to allow Casement to appeal to the House of Lords.

OBITUARY.

SIR WILLIAM RAMSAY.

LONDON, July 23rd.

The death is announced of Sir William Ramsay, the well-known scientist.

WAR NEWS.

KUT PRISONERS' EXCELLENT TREATMENT.

The Secretary of the War Office makes the following announcement:—

General Lake reports that he has received very reliable information that the British officer prisoners of war captured at Kut have received excellent treatment at the hands of the Turks, more especially in the case of sick and wounded, who have received every kindness. British officers are being paid by the Turks at apparently about one-third full rates.

The five or six general officers with personal staffs were expected to go to Bruss, and the remaining British officers and rank and file to Angora or Konia (in Asia Minor), Indian all ranks to Konia.

All British officers, except those in hospital, had left Baghdad for up country before May 28th, and Indian servants apparently accompanied them. Rank and file were leaving for up country in detachments during May.

There is hope that our medical officers may shortly be handed back on the Tigris front when the Turkish medical personnel is handed back to the Turks.

GERMAN LOSSES NEARLY THREE MILLIONS.

The German casualties, as reported in German official lists, from the beginning of the war until the end of May number 2,924,586. This number includes corrections. The enemy losses during May (exclusive of corrections) numbered 102,507. The details are as follows:—

| | May. | Total. |
|------------------------------|---------|-----------|
| Killed and died of wounds | 19,725 | 650,288 |
| Died of sickness | 2,761 | 44,144 |
| Prisoners | 1,189 | 140,965 |
| Missing | 6,771 | 191,357 |
| Severely wounded | 15,070 | 385,330 |
| Wounded | 6,737 | 250,211 |
| Slightly wounded | 42,584 | 1,085,420 |
| Wounded remaining with units | 8,684 | 123,691 |
| | 102,507 | 2,924,586 |

The above figures include all German nationalities—Prussians, Bavarians, Saxons, and Württembergers.

They do not include naval casualties or casualties of colonial troops.

It should be noted that the above figures do not constitute an estimate by the British authorities, but merely represent the casualties announced in the German official lists.

RANDOM REFLECTIONS.

A little question relating to the Y.M.C.A. Building scheme has been at the back of my mind for some time past, but I have refrained from mentioning it earlier because no good purpose would have been served and my motives would have been liable to be misunderstood. Now, however, that the full amount asked for has been subscribed, thanks to the guarantors, I need not hesitate any longer. The point, then, upon which I feel curious is the destination of the money which will be earned in the shape of interest on the capital sum of \$140,000, which, in deference to public opinion, has been invested in War Loan. This interest should amount to about £700 a year, and as the promoters framed all their estimates—and they appear to have been sufficiently generous—in ignorance of the fact that this money would accrue to them, it seems to me that they should devote it to the War Charities Fund. By so doing they would be performing a graceful and patriotic act which would tend to tone down the one objection which has been raised against the scheme.

The sneak thief has been busy of late, I am told, stealing electric light lamps in the neighbourhood of May Road. It makes no difference whether they are public roadway lamps or lamps for lighting private pathways or, May Road Station—as fast as they appear they disappear. After the first raid new lamps were supplied secured with tiny brass screws, which required a special screw-driver to unscrew them. Nevertheless, the lamps disappeared again. Then wire grills, further protected by barbed-wire entanglements, were tried. Once more the merry sneak thief successfully overcame all difficulties and departed triumphant with the booty. One seldom sees policemen at night in these regions; on the rare occasions when one does come across them they are in pairs, huddled close under some wall and deeply engaged in conversation. Perhaps when the European police are weary of raiding scales they may turn to the sneak thief for variety.

I have picked a good many holes in different people's coats with my pen at one time and another, but I never remember to have seen the repairs executed so quickly as they were by the management of the Peak Tramway. People who read the complaint about the state of Barker Road Station as they took breakfast a fortnight ago to-day found the unevenness in the concrete approach being filled in as they passed on their way to business. Since then the dismal gas lamp that served to make darkness visible in the archway has been replaced by a bright electric light, which will be switched off from the terminus on the arrival of the last train, thus giving passengers at Barker Road ample time to clear the obstruction which was so difficult to avoid as it lay hidden in the shadow of the wall under the old arrangement. For the covered platform, I am afraid, we shall have to wait awhile. It seems that the Company have had under consideration for a long time past alternative projects for building a station a little lower down and doing away with the cable depressors, but they have been unable so far to come to a decision. A temporary shelter in the meantime might be blown away by the first typhoon. We must, therefore, possess our souls in patience for a little longer, and be thankful for small mercies.

A correspondent writes:—"One of the things that I have learned since I came to your beautiful and picturesque Colony is that there is a lot of counterfeit money in circulation. The fact was brought home to me on two occasions within the same number of days. In exchange for a copy of your excellent paper I tendered a ten-cent piece to a dark-skinned but bright-eyed wee tot who had accosted me. I was both surprised and amused when she stooped down and jingled the coin on the pavement, accompanying the action with a swift glance which took me in from shoes to topees. I passed on and thought no more of the incident till the following day, when I was a bit "shaken up" by a tram conductor blandly informing me that a ten-cent piece I had handed him as my fare was "no good." I asked why, but his reply was unintelligible. Perceiving that I did not "tumble" to his explanation, he took the coin from my hand and

(Continued on next column.)

THE PALISADE, KOWLOON.

"SIXTY YEARS A QUEEN."

This is the title of a film of which the management of the Palisade, Kowloon, have secured the sole rights for the colony of Hongkong. The film in question is one of the triumphs of cinematography, and created quite a *furore* when first produced at Home two or three years ago. It goes without saying that the subject presented the picture producer with unlimited scope, and it must be said that he has not failed to take full advantage of the opportunity afforded him. While there are a few phases of the reign that might with advantage have been excluded to allow of the inclusion of some that have been omitted, still it cannot be denied that on the whole the work of selection has been well and intelligently performed. Quite a fortune must have been expended in costumes, scenery, fit-up, and the salaries of actors and supernumeraries. Queen Victoria, Prince Albert, Lord Beaconsfield, Lord Salisbury, John Bright, W. E. Gladstone, King Edward (then Prince of Wales), Queen Alexandra, David Livingstone, General Gordon, and President Lincoln—not to unduly enlarge the list—fit past the vision of the audience and are seen taking part in events which have had an important effect on the history of the world. The scene depicting the death of General Gordon is one of the most moving and realistic in the annals of cinematography, and was, we are informed, taboed by the censor at Singapore. Patrons of the "Palisade" will find in it one of the most moving and thrilling spectacles that have ever been brought under their notice. "Sixty years a Queen" will be screened for four nights, beginning on Friday next.

BANDMAN OPERA & COMEDY CO.

"THE BELLE OF NEW YORK."

The Bandman Opera and Comedy Co. closed their season in Hongkong last evening with the presentation of "The Belle of New York"—the evergreen record-breaker—as it is described in the Company's advertisements. The old songs and choruses, familiar throughout the world, still retain their popularity, and appreciation of this old favourite musical comedy was not lessened, apparently, by the fact that everyone in the house knew what was coming next.

The Bandman Co.'s tour so far has been most successful from every point of view. They have attracted large audiences at every place they have visited, and it is hoped they will enjoy similar success at Manila, for which port they are now bound. They may certainly be assured of a hearty welcome when they return again to this Colony.

BATHING DANGERS.

The police have received a report to the effect that a Chinese school-boy has been sent to the Government Civil Hospital suffering from rather severe injuries sustained to the spine as a result of diving from a bamboo spring-board at Kennedy Town into shallow water.

placed it in the mouthpiece of his whistle, and, applying some lateral pressure, broke the coin in two. "Savvy!" he asked, as he handed me the pieces. I have since learned from inquiries that it is a frequent occurrence, for people to find themselves in possession of quite a number of these counterfeit coins, which are not confined to one denomination, but range in face value from the dollar downwards. This state of things must be known to the criminal authorities, and I have wondered if and why effective steps have not been taken to put an end to it. I am wondering still.

"While upon this topic"—proceeds my correspondent—"may I be allowed a further remark with reference to the dirty and disreputable condition of the bank notes in circulation, especially those of the one-dollar denomination. The other day I was handed a number of these in change, and the majority of them were torn and tattered, and disgustingly filthy. I have been told that plague and small-pox are sometimes epidemic in Hongkong. With such notes in circulation I don't wonder at it. The sanitary authorities, for the protection of public health, and the banks issuing the notes for their own credit, should have them recalled at a reasonable interval after issue. At least, that is how it strikes a stranger."

ROBERT RANDOM.

Fight with Your Money.

The chap who has
thrown up a good
job to fight the Hun
IS NOW ATTACK-
ING and blazing
away "bags" of
ammunition.

He is fighting for
YOU and he needs
your support. Are
you going to help
him?

If you have \$1000 in the bank it
will buy one £100 Exchequer Bond,
likewise \$500 will buy a £50 Post
Office Bond; and the Hongkong
Bank will apply for either if you
will drop them a chit.

Government is removing all Income-
tax restrictions and there is now
no question of trouble on this score,
so don't hesitate longer.

Buy To-day.

TWO "PLACES IN THE SUN." GREECE AND THE ALLIES.

GERMAN AND ENGLISH COLONIES.

[BY MRS. C. F. G. MASTERMAN.]

When I read that the Germans had evacuated Tanga, the name carried me back a dozen years ago to a certain voyage in a leisurely Austrian-Lloyd steamer, commanded by a most courtly and cultivated captain (who, however, did not seem to spend much time upon the bridge) and manned by good-humoured swarthy sailors. Captain and crew alike spoke Italian, to our great perplexity. In the course of our voyage we put in at Tanga.

We put in in the evening, which in those latitudes is very short, so that I have few recollections of the physiognomy of the place from the sea beyond an impression of thick heavy foliage. We landed in a row-boat and made for the post-office, where we found half a dozen clerks, all hopelessly fuddled, desperately trying to sort a mail of about 50 letters without much success. A man would keep making little heaps, then horse for a moment with one letter quite unable to remember which heap it belonged to. Then his friend would come up, push him away, sweep all the letters together, and apart again, to get hold up and superseded in his turn. The suspicion has since crossed my mind that their salaries had arrived by the same mail. Having bought some stamps and got our change (another problem which proved nearly insurmountable to them) we walked out into the dark streets. It was my first encounter with town planning on the German model.

A GERMAN COLONY.

We walked for about an hour on admirable sidewalks, beside roads which were macadamised, and which, in the dark, looked admirable too. They were all planted with avenues and named, plainly, not to say aggressively, on boards nailed to the trees. Some of the streets had houses in them. We did not meet many people, and all we did meet were officials in uniform. Some rode donkeys, which went fairly fast and cut the corners of the streets in a disconcerting way. Nowhere did I see a white woman, either on foot or riding.

We walked quite aimlessly, partly to get exercise and partly to avoid our ship, for we had loaded up with a cargo of mangoes and cloves at Zanzibar, and their joint odour penetrated every corner below decks when the ship was not moving. (However, it was better than the cargo of onions which we experienced later.) Street after street, all at right angles to each other, all paved, all macadamised, all planted and all named, did we cross until we happened on the station. This in its turn was huge and solid and permanent, with half a dozen railway lines. There was no one about, not even an official, which, perhaps, was not surprising, as few railwaymen in Africa trouble to be at the station unless a train is expected. But what seemed more surprising for a terminus at a port, there was no sign that there ever had been any trains—no trucks, no engines, no heaps of glowing cinders, nothing. It was as orderly and as lifeless as a cemetery. Then we blundered into "the location," i.e., the native quarter. Here German orderliness was defeated, and cheerful, noisy, malodorous chaos prevailed, as in every other location we had ever seen. Finally, we made our way down to the shore again, passing on our way an enormous hospital, built in the best, or worst, style of German municipal architecture. This also seemed deserted, and had only one light twinkling in the corner. I heard afterwards, however, that as a rule it was deplorably full. It was a fine hospital, and famous and useful to settlers far beyond the German territory.

THE BRITISH WAY.

Of course macadam and avenue and solidity are admirable things; only they are not colonisation. And here at home, where we are thickly populated and violently active, we are probably under-estimated. But the ratio of officials to settlers in Tanga must have been about twenty-five to one. I knew little of subsidised colonies or the chronic insolvency of the German colonial system. But one could see it for oneself; it lay open to every eye. Tanga would have had to "boom" abnormally to repay all that non-reproductive expenditure, and in those days at any rate Tanga was not "booming" at all.

The contrast with an English colony, Mombassa, which we saw a day or two later, was unmistakable. At Mombassa corrugated iron ruled supreme. The station, for example, was a big shanty in obvious need of repairs. The streets were not paved, but for that there was a reason. Mombassa is in the "tropic fly belt," where no draught animal can live. So all goods and people were conveyed in little trolleys on trolley-lines laid on the sand, along which they were pushed by native boys. The configuration of the country is not unlike a switchback, and the boys were experts in exploiting the switchback idea. Mombassa was plainly not planned at all; it would probably have done with a little more planning. It was extremely untidy. But it was "booming"; it was very noisily alive. We dined with one of the officials, a charming man with a mild eye and a slow melancholy voice, who was plainly adored by the natives. A gang of them were working at the station when we were there, flocked after him with beaming faces, like children after a favourite teacher. He stood on the veranda, and in a level tone explained that "we hope to have the dry dock down there open next year—and up there is the site for the cathedral. Oh, yes; if things go ahead we shall be competing with the Argentine in frozen meat soon."

And there were white women there, the wives of settlers and officials. That spelt more permanency than all the stone and avenues of Tanga.

DEMOMILITIZATION CONCEDED.

NEW CABINET AND CHAMBER.

As briefly announced in our cable columns last month, the crisis in the relations between Greece and the Allies ended in the resignation of the Skouloudis Cabinet; in the designation of M. Zaimis to form a new Ministry; and in the acceptance by the new Prime Minister, in King Constantine's name, of the Demands of the Allies.

These Demands were put forward by the three Protecting Powers, Great Britain, France, and Russia, and were endorsed by Italy.

M. Zaimis the new Prime Minister, will himself assume the portfolio for Foreign Affairs.

TEXT OF ALLIED NOTE.

The following is the text of the Allied Note:—

By order of their respective Governments the undersigned Ministers of France, Great Britain, and Russia, representing the Protecting Powers of Greece, have the honour to make to the Hellenic Government the following declaration, which they are likewise instructed to communicate to the Greek people:—

As they have already solemnly declared verbally and in writing, the three Protecting Powers of Greece do not ask her to emerge from her neutrality. Of this fact they furnish a striking proof by placing foremost among their demands the complete demobilization of the Greek Army in order to ensure to the Greek people tranquillity and peace. But they have numerous and legitimate grounds for suspicion against the Greek Government, whose attitude towards them has not been in conformity with repeated engagements nor even with the principles of a loyal neutrality.

Thus the Greek Government has all too often favoured the activities of certain officers favoured the openly striving to lead astray Greek public opinion, to distort the national feeling of Greece, and to create in Hellenic territory, hostile organizations which are contrary to the neutrality of the country and tend to compromise the security of the military and naval forces of the Allies.

The entrance of Bulgarian forces into Greece and the occupation of Fort Rupel and other strategic points with the connivance of the Hellenic Government constitute for the Allied troops a new threat which imposes upon the three Powers the obligation of demanding guarantees and immediate measures.

Furthermore the Greek Constitution has been disregarded; the free exercise of universal suffrage has been impeded, the Chamber has been dissolved a second time within a period of less than a year against the clearly expressed will of the people and the electorate has been summoned to the polls during a period of mobilization; with the result that the present Chamber only represents an insignificant portion of the Electoral College, and that the whole country has been subjected to a system of oppression and of political tyranny, and has been kept in leading strings without regard for the legitimate representations of the Powers.

These Powers have not only the right, but also the imperative duty of protest against such violations of the liberties of which they are the guardians in the eyes of the Greek people.

The hostile attitude of the Hellenic Government towards the Powers who have emancipated Greece from an alien yoke and have secured her independence, and the evident collusion of the present Cabinet with the enemies of these Powers, constitute for them still stronger reasons for acting with firmness, in reliance upon the rights which they derived from Treaties and which have been vindicated for the preservation of the Greek people upon every occasion upon which it has been menaced in the exercise of its rights or in the enjoyment of its liberties.

The Protecting Powers of Greece accordingly see themselves compelled to exact immediate application of the following measures:—

- (1.)—Real and complete demobilization of the Greek Army, which shall revert as speedily as possible to peace footing.
- (2.)—Immediate substitution for the existing Ministry of a business Cabinet devoid of any political prejudice and presenting all the necessary guarantees for the application of that benevolent neutrality which Greece is pledged to observe towards the Allied Powers and for the honesty of a fresh appeal to the electors.
- (3.)—Immediate dissolution of the Chamber of Deputies followed by fresh elections within the time limits provided by the Constitution, and as soon as general demobilization will have restored the electoral body to its normal condition.
- (4.)—Disarmament in agreement with the Allied Powers, of certain police officials whose attitude, influenced by foreign guidance, has facilitated the perpetration of notorious assaults upon peaceable citizens and the insults which have been levelled at the Allied Legations and their members.

The Protecting Powers, who continue to be inspired with the utmost friendliness and benevolence towards Greece, but who are, at the same time, determined to secure without discussion or delay the application of these indispensable measures, can but leave to the Hellenic Government entire responsibility for the events which might supervene if their just demands were not immediately accepted.

Signed: J. GUILLEMIN.

" F. ELLIOT.

" DEMIDOFF.

8/21 June, 1916.

(Continued on next Column.)

THE COAST PATROL.

AN INVALUABLE NAVAL ASSET.

[BY A. H. POLLEN.]

The job of the patrol boats is to keep the war route clear, to frighten zeppelins, to make it hot for raiders. The means are craft of every kind, a thousand new devices for finding mines and hunting submarines, and some of every thing that floats, save battleships and cruisers. But much more interesting than these are the men and their methods. Let us begin with those of the lowest rank. There are very few bluejackets here, though there is a useful sprinkling. The destroyers, of course, are manned like any other naval ship, and—partially—the new patrols. But the greater number of these ships are manned solely by brave fellows from the merchant service, the fisheries, and the coast trader. What a splendid lot they are. You go aboard a drifter, a trawler, or a smack, and she seems to have on board just the kind of men she would have in normal times. But they are experienced war veterans now. Good seamen they have always been. The naval men have made them good gunners. They have hunted the submarines again and again. As likely as not they have been in at the death more than once. They have had twenty hairbreadth escapes with mines. Most are commanded by their old skippers—and no men know the ways of the North Sea better. In the larger craft most of the officers are R.N.R., and R.N.V.R. Talk to the men and you will find that they give the credit for the amazing good work they do to those who have trained and organised and sent them out. The new Volunteer Navy is enthusiastic about the old Navy's officers. Talk to the naval officers and they will tell you that things cannot go wrong with the splendid men that have come into this strange and hazardous service. Down at what I call the Arsenal, where the mines and the nets and the bombs are made and cared for, you will find petty officers from Whale Island and the "Vernon" in charge. "Couldn't do without them," says the captain. "Invaluable men—owe them everything."

When under one command you have a fleet, and mobile artillery, and a huge line of aircraft sheds, and two ports and two headquarters, and 800 ships and 12,000 men, all under one man's orders; when the variety of functions is multiplied by a far greater variety of craft and device and weapon, when the purpose for which all these things exist is so successfully achieved that, during twenty months of war, of the 20,000 ships that have passed here only three have suffered; and when all this complex organisation runs smoothly, every man knowing his own work, and combining it easily and naturally with everyone else's—then you may be quite sure that there is a master mind behind it all. Manifestly, it is so here.

We give these things long words. We talk of the "triumph of organisation." It is not so simple to say—that when a man knows exactly what he wants done, exactly how every part of it should be done, and can pick a man for each task, and apportion his requirements to what is possible; and then, by far the most important thing of all, can so deal with the many under his command that each is most furiously anxious to do what the leader wants—why then, things go right. But it only happens where the man in command can do each job himself. For it is only so that he never asks the impossible, nor gives an order which is uncertain or ambiguous, nor worries nor harries his subordinates. Nor can there be perfect confidence, unless each man knows that if he does his best, whatever happens, it is to his chief, and only to his chief, that he will look for censure or reward. If things go wrong his chief will not excuse himself because the subordinate has failed. To the higher powers he will take the blame. If things go right, it is to the subordinate to whom the chief will give the credit—because he knows that his own credit depends entirely upon how he is served. This, no doubt, is why in this particular district, at any rate, we found ourselves in what was, quite unconsciously, a mutual admiration society. The men drawn from every rank of seafaring life seemed to think the officers who directed them wonderful beyond words. The officers could talk of nothing but what a splendid service they got from the men. It was a perfect type of the perfectly run show. Everybody was proud of the result, and everyone gave the credit to the other fellow.

The captain, meantime, was all the while watching the horizon with a wistful eye. He has had twenty months of this—but success is no consolation. Why has he not got a ship? There is bound to be a fight, and then he won't be in it—a heart-breaking business for him! But when we think of the ships going safely up and down, of the cargoes coming in, of the people fed, of the trade maintained, of lives saved—I was, on the way here, a fellow-passenger with a Trinity House pilot incessantly employed since war began on this section of the coast, and in all that time he had seen but two ships never run into any danger at all—when we think of all these, I say, I hope the gallant captain will be reconciled to the fact that while few may have the luck to fight, those also serve who only watch—and work.—Westminster Gazette.

THE PROTECTING POWERS.

Great Britain, France, and Russia derive their title to intervene in Greece from their historic position as the Protectors of Hellenic liberty, as finally affirmed in the Treaties of 1832, which represent the charter of Hellenic constitutional rights.

In presenting their Demands the Allies and Protecting Powers are careful to point out that the rigorous terms which they have been compelled to impose have been provoked by the fault of the Skouloudis Administration, and that no vengeful sentiments are entertained by them towards the Greek people.



**NAPIER
JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

[38]

ITCHING PIMPLES SPREAD OVER HEAD

Scalp in One Mass. Hair Threatened to Fall Away. Used Cuticura Soap and Ointment. In Two Weeks Head Regained Former Aspect.

59, Bramber St., Pittsmead, Sheffield, Eng.
—"The trouble began by an itching in the head from which I could not keep my fingers. Steadily my scalp developed into one mass of itching, watery pimples and my hair threatened to fall away. The itching pimples contained a watery matter which spread the disease all over my head when fingered. I kept my head well washed and clean but this seemed to do no good."

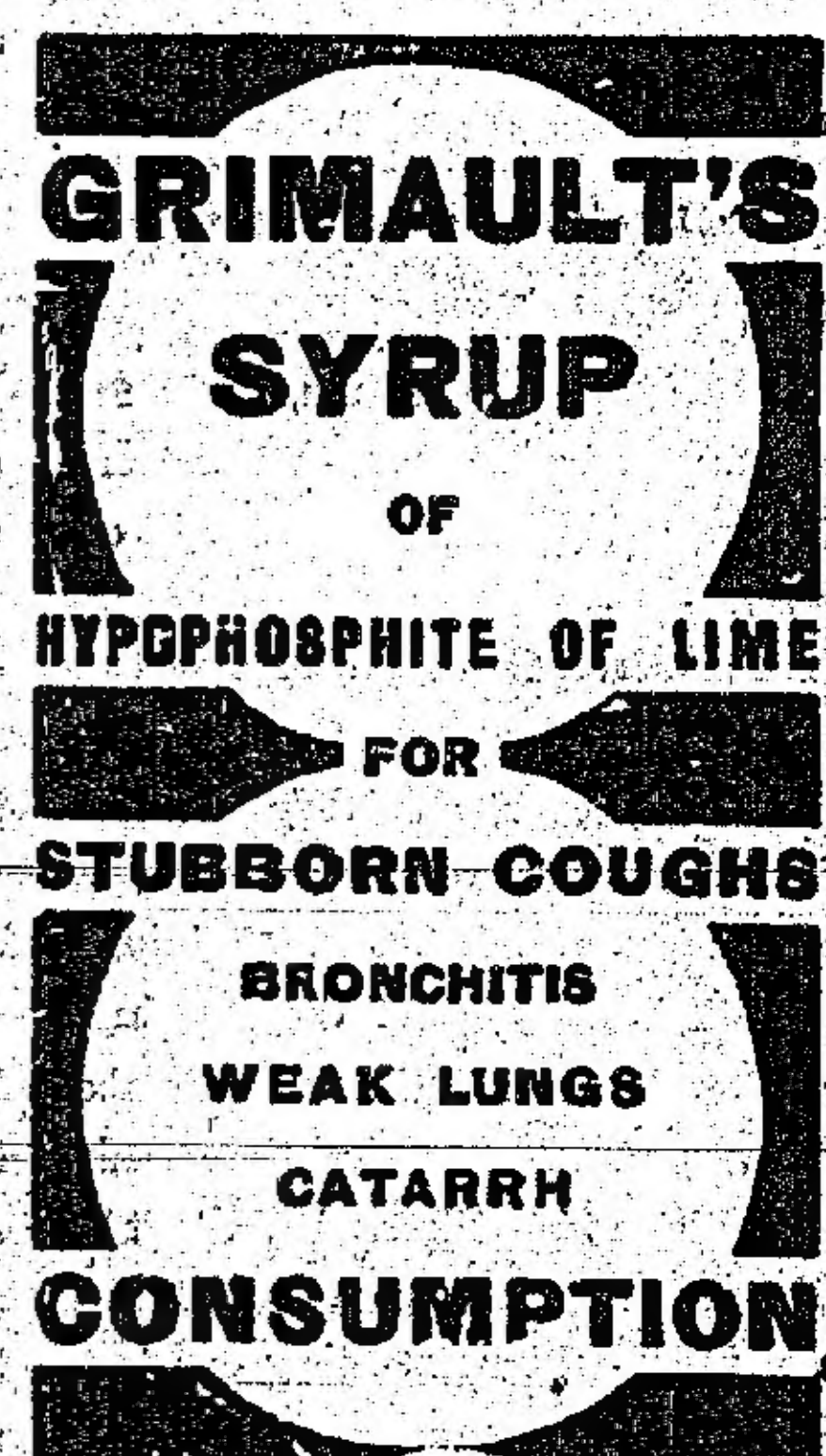
"The disease must have been about seven weeks old when I came across the Cuticura advertisement in the paper. I therefore sent straight away for a sample of each and following the directions enclosed I washed the head with the Cuticura Soap, thoroughly dried it and applied Cuticura Ointment. In a few days my head underwent a complete change, the pimples dried and fell off in scales, the hair remained firm and in about two weeks' time my head regained its former aspect thanks to the Cuticura Soap and Ointment." (Signed) Lawrence Furness, Jan. 23, 1914.

Children delight in Cuticura Soap bath, and when assisted by Cuticura Ointment they regain skin health in infancy and childhood, and freedom from the majority of cases, from skin and scalp affections in later life. In purity and fragrance Cuticura Soap and Ointment satisfy the most discriminating.

Samples Free by Post

Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newberry & Sons, 27, Charterhouse St., London.

42-2



THE NEW FRENCH REMEDY, Not a Cure, but a THERAPY. It is a new method of treating all the diseases of the respiratory system, such as Bronchitis, Catarrh, Consumption, etc. It is a purely vegetable remedy, and is adapted for all ages. It is sold in all the principal pharmacies and chemists. Price, 1/6 per bottle. Address: Dr. J. Grimault, 10, rue de la Harpe, Paris.

TRADE AFTER THE WAR.
STRIKING FORECAST BY
AMERICAN WRITER.

A well-known American writer, Mr. Lewis H. Freeman, has contributed to *Land and Water* a remarkable forecast on the effect of the war on British and German trade. He writes:—In America there has been a persistent tendency among bankers, manufacturers and economists to picture the belligerent countries after the war as depopulated, disorganised, crushed with debt and generally crippled in their power to carry on business at home and abroad. The point for American bankers, manufacturers and exporters to get well in mind is that their two greatest commercial rivals, Great Britain and Germany, far from being depopulated, disorganised or industrially crippled by the middle, or even the end of 1917, will, in spite of their huge war debts and the killing of many thousands of their best men, be in a stronger position to wage aggressive and successful war for the world's trade than ever before.

INCREASE IN ORGANISATION.

This is especially true of England, which, as a direct consequence of the war, from being one of the least effectively organised and most wasteful among all industrial nations, has developed an efficiency comparable to, if not equal to, that of the United States and Germany. There is still much room for improvement along the same lines, but the fact that so much has been accomplished in so short a time shows the potency of war-time conditions in breaking down what had come to be regarded as the fixed-for-all-time barriers of British industrial conservatism, and furnishes an illuminative object-lesson with which to encourage further reforms after the war.

INCREASE IN FACILITIES.

Besides greatly improved industrial organisation as a direct result of the war, an enormous material increase of British manufacturing facilities will have to be reckoned with. There is scarcely an important manufacturing plant in the country which has not been greatly increased in capacity to accommodate the rush of war orders, while the number of new factories built for munition work of one kind or another is also very large. Whenever an addition to a factory has been built, the fact has always been borne in mind so far as possible that it would ultimately be utilised for peacetime work. In many instances, such as those of shoe, automobile and motor truck factories and ship-building plants of all descriptions, the wartime extensions will be ready to turn, on a regular peacetime work without any change whatever, and at a moment's notice. In other cases, certain changes of machinery will have to be made to effect the transition.

Even the huge new plants erected by the British Government for the purpose of augmenting its munition supply are invariably located at the most convenient points as regards raw material of all kinds, and also as regards rail and water transport. The plan now is to utilise as many of these new plants as the Government ultimately decide it can dispense with for the manufacture of products hitherto imported almost exclusively from Germany. England will resume her fight for the retention of her premier place in the world's trade with greatly augmented factory facilities as well as an improved organisation.

A HUGE PRODUCTION.

In spite of the five million men in her army and navy, and the huge numbers employed in such non-productive war effort as the censorship and the clerical work of the various Government departments, the increase of England's manufacturing output is included in the last twenty months enormous. What this increase amounts to, it is impossible in the absence of any figures covering the output of munitions, ships, etc., to make even an approximate estimate. Judging, however, from the fact that the country's exports have been fairly well maintained—as compared with 1913—as a normal year—and have even been increased from month to month since the first sharp drop following the outbreak of the war, it must be very great, possibly as much as 30 or 35 per cent.

Part of this increase, it is true, is due to causes which will cease to operate after the war—volunteer workers, suspension of trade union rules for the restriction of output, and sheer increase of nervous effort—but the much greater part is due to improved organisation and heightened efficiency.

POSITION OF GERMANY.

Germany, like England, will be stronger industrially after the war than she was before, though her gain, both relative and actual, will be far less pronounced. England's increased industrial effectiveness will be principally due to the fact that Germany has been forced, to improve organisation, and in this particular it happens that Germany has gone just about as far before the war as it was possible to go. There will, however, as in England, doubtless be a considerable increase in the average "quality" of the work performed due to the training of women and hitherto unskilled men. There can be little doubt, also, that Germany's increase of manufacturing plants has not been nearly so great as that of England. To begin with, the former's munition supply facilities were undoubtedly far more nearly adequate than the latter's, and when the experience of the war proved the imperative necessity of speedily increasing these, the great number of German factories which had been closed down when that country's export trade was cut off stood ready for conversion. It was this circumstance, indeed, that made it possible for Germany to react to the unexpectedly great demand for shells more quickly than did France and England, both of which countries, far from having any idle factories, were confronted with a greater export demand than ever.

All in all, therefore, there seems every reason to believe that both England and Germany will have gained rather than lost industrial strength as a consequence of the war, and that of the two England's position will have improved considerably more than that of Germany.

THE COMING COMMERCIAL
WAR.

VIEWS OF WELL-KNOWN GERMAN.

Regarding the future of German foreign trade after the war, Herr Philipp Heincken, general director of the North German Lloyd Company, expressed the opinion that Germany can await the threatened commercial war quite calmly.

There must, he says, be a great lack of knowledge and logic in economic affairs if the enemy countries imagine that it would be possible to cut Germany off completely from her enormous overseas imports without at the same time causing great injury to the exporting countries concerned.

A manufacturer accustomed to sending his goods to one customer would become bankrupt if that customer suddenly stopped his orders unless he had found another customer first. Just the same fate would threaten those countries exporting to Germany before the war. It would not be easy to send those enormous exports for Germany to some other land.

North American cotton, Californian fruits, Brazilian coffee, which are now exclusive in the German market, would suffer severely if this condition continued in accordance with the plan of our enemies into peacetime.

England might not object to damaging the economic interests of neutral countries in boycotting Germany, but, fortunately, it is not only the neutral countries which would deplore the loss of the German markets.

England herself, through her Colonies, would be seriously affected. On the other side of the Channel they seem to have forgotten already that Chamberlain's idea of a Greater Britain, in the Imperial economic sense, was frustrated through the opposition of the Colonies, which feared to lose their German market. These conditions have not changed to-day. The British Colonies in Africa, India, Australia, and elsewhere, losing the German territory for their products of fats, oils, wool, cotton, tobacco, jute, and fruits, would suffer just as much as Germany herself. A boycott of the German commerce after the war would only have the effect of driving all the neutrals into the arms of Germany, who would naturally offer them specially advantageous terms. In any case, it is certain that Germany cannot be simply eliminated economically without the whole fabric of the world's economy tumbling into ruins and burying our faces as well as the neutrals under them.

SITUATION IN POLAND.

A recent *Pioneer* London cable states:—

Germany's military position strongly resembles that existing in 1914. The enemy then marched through Belgium intending to deliver a smashing blow at France before the Russian mobilisation was complete. They found Russia mobilising dangerous while France was still unbeaten, and were obliged to send troops eastward. Last February Russia had re-equipped her armies. The Germans attacked Verdun as a preliminary to a new march on Paris, again hoping to deliver a crushing blow and turn eastwards in time to deal with Russia. The trench resistance at Verdun and the Russian success against Austria upset her programme. While news of each step, experts are even more interested in the question how Germany will meet the situation, whether or not the Russians be delayed on the Stock or west of the Strypa or south of the Pruth. It seems improbable that Austria alone, even by the abandonment of the Trentino offensive, can effectively resist Russia on the whole front, and, as the *Morning Post's* military correspondent remarks, it is not to be supposed that Germany will allow her ally to be driven across the Carpathians and the whole position on the eastern front to be imperilled without making a determined attempt to prevent it.

The Central News Petrograd correspondent suggests that the Germans may assist the Austrians by risking a great battle on the Dvina front as the only alternative to retirement from there. This Petrograd correspondent states that the Russian advance has compelled Prince Leopold of Bavaria, whose right flank is exposed to the Tripet and Stokhod, to bend his flank to cover his communications. The Germans are conducting demonstrative attacks from Baranovitcha to Polissie to mask the regrouping in the centre necessitated by these dispositions which have weakened the line of the Shara.

THE JEW IN GOVERNMENT.

The recent appointment of the Hon. Edwin S. Montagu, the second son of Lord Swaythling, the well-known head of the Jewish banking firm of Samuel Montagu & Co., London, recalls the fact that English Jews within recent years have taken a much larger share in the councils of the nation than ever before. Lord Reading affords a striking illustration of rapid progress, and he is the first English Jew to receive a viscounty.

The first to be raised to the peerage (says a contemporary) was the late Lord Rothschild, whose father, Baron Lionel de Rothschild, was the first Jew to gain election to the House of Commons. Sir George Jessel was the first Jew to be sworn of the Privy Council, to enter a British Government (as Solicitor General) or to be appointed a judge (Master of the Rolls). Lord Pirbright was the first Jew to hold a non-legal office in the Government, and Mr. Herbert Samuel the first to enter the Cabinet. Sir Isaac Lyon Goldsmid was the first Jew to receive a baronetcy. His son, Sir Francis Goldsmid, was the first Jewish Queen's Counsel, and had previously been the first Jew to be called to the Bar. The first Jew to receive the honour of knighthood lived much earlier, for this honour was conferred on Solomon Medina by Queen Anne.

DEATH OF VON MOLTKE.

RESPONSIBILITY FOR WAR PLAN.

HIS SHARE IN ITS FAILURE.

While the death of General von Moltke can hardly be expected to affect German military policy, and German opinion will be strangely stirred by the fact that the late Chief of the Great General Staff and nominal organizer of Germany's war has passed away as it were at the graveside of the greatest German soldier of his generation.

Helmuth von Moltke was 68 years of age. A native of Mecklenburg, and the son of a minor Prussia official, he was also the nephew of the famous Moltke who fought and won Bismarck's wars of aggression. He served as a lieutenant in the campaign of 1870, and was decorated with the Iron Cross—a greater distinction than that is now. In 1882 he became personal aide-de-camp to his uncle, and on Moltke's death in 1891 he was appointed aide-de-camp to the Emperor. He became a major general in 1890, and a lieutenant-general in 1902, with command of the 1st Infantry Division of the Prussian Guards. In the following years it became commonly known that the Emperor intended him to succeed as Chief of the General Staff, Count Schlieffen, to whose work and teaching the German artillery owes so much.

EMPEROR AS CHIEF OF STAFF.

Nevertheless, Moltke's appointment, when it was made at the beginning of 1909, was received with much doubt and speculation and it was freely stated that Moltke had been selected by the Emperor as a convenient figurehead, and that the Emperor really intended to be his own Chief of the General Staff. It was, indeed, found necessary to publish a semi-official *dementi* of such stories as that according to which the Emperor removed Moltke's hesitations by saying: "In war I am my own Chief of the Staff, and you should surely be able to manage the small amount of work which is required in the time of peace."

Whatever truth there may have been in such reports, Moltke settled down in his new office, and Berlin and the Army became accustomed to accept him as a permanent fact. He seems never to have had serious trouble with the Emperor, and never to have failed in tact even on those difficult occasions at the New Year when the Emperor, with the help of a blackboard and a pointer, instructed his assembled generals in the art of war.

Except by his almost overwhelming bulk, which increased with years, Moltke made little mark in such society as he frequented, and it is strange now to reflect that this easy-going man was responsible for the working of the vast German military machine through all the acute political crises which succeeded one another rapidly during his whole period of office, and that it was he who was to bear the real responsibility on the outbreak of war. The truth probably was that Moltke found the General Staff in a state of great efficiency, thanks to the way in which Schlieffen had carried on its traditions, and that he was content to leave well alone. What is certain is that he identified himself with, rather than originated, the standing plan of campaign—the rapid invasion of Belgium and lightning descent upon France during the period of Russian mobilization.

THE EVE OF WAR.

The part played by Moltke in the German councils of July, 1914, was well marked out in advance, and was not disturbed by any nice calculations of policy. Moltke doubtless exercised at the critical moment just the sort of pressure which the Army expected of him. The French Ambassador in Berlin has related in his dispatches how Moltke, in November, 1913, said to the King of the Belgians: "This time we must put an end to it."

Moltke afterwards denied that conversation, but he does not seem to have disclaimed the even more characteristic statement attributed to him earlier in the same year:—

"The commonplaces as to the responsibility of the aggressor must be disregarded. When war has become necessary it must be waged by ranging all the chances on one's own side. We must forestall our principal adversary immediately there are nine chances in ten that we are going to have war, and we must begin war without waiting, in order brutally to crush all resistance."

History has already recorded the failure of the plan which Moltke had so long kept waiting in the pigeon-holes of the General Staff. The war was little more than two months old when inspired announcements began to be published about the serious state of his health. Early in December, 1914, it became known that he had been dismissed from his responsible post and succeeded by General von Falkenhayn. After a period of rest Moltke was sent back to his old residence in Berlin as Deputy Chief of the General Staff—in charge, that is to say, of the minor problems to be solved at home. There he has died.—*Times*.

THE FOG DANGER AT SEA.

NEW MARCONI INVENTION TO
PREVENT COLLISIONS.

At the 16th general meeting of the Marconi International Marine Communication Company (Limited), at the Hotel Cecil last month Mr. Godfrey Isaac, who presided, said that Mr. Marconi had authorized him to say that in the very near future he would introduce a new, independent, and very simple apparatus, to be worked from the bridge of a ship by an officer, which should put an end to all danger of collision in darkness or fog. There was little doubt that every sea-going vessel would be equipped with this invention.

THE REAL GERMANY.

SPECIAL OBSERVER'S ACCOUNT.

A FIGHT FOR EXISTENCE.

The following account of the true condition of Germany has reached "The Times" from an unimpeachable source. It is based upon the experience of an observer who reached Switzerland recently, after having lived in Germany and enjoyed special facilities for observation since the beginning of the war.

It is hard to describe the feeling of bewilderment that overcomes any person who reaches a neutral country after having lived for nearly two years in the atmosphere of Germany.

I gather that the Press in the German-speaking part of Switzerland has been regarded in some Allied countries as reflecting German views and sympathies. Whether this is so or not I cannot say; but I can say that, when I read the German Swiss newspapers, and it began to dawn upon me that the atmosphere in which I had lived so long did not reflect the true situation of the Allies, I felt inclined to exclaim: "Do I sleep, do I dream, or are visions about?" Robinson Crusoe, returning from his island, can hardly have rubbed his eyes with greater astonishment. The Press of German Switzerland, from which my first impressions of the outer world were derived, certainly tells the impartial truth in sufficient degrees to save its readers from sharing German illusions. What more can be asked of a neutral Press?

Scarcely less astonishing than the discovery that the position of the Allies is not what Germans fondly believe it to be is the mistaken conception prevalent in some Allied countries of the real condition of Germany and of the state of mind of the German people. I propose to describe as simply as possible what that condition and that state of mind really are.

THE PUBLIC'S VIEW.

Unless I am entirely mistaken—and my experience of life in Germany has been continuous—no essential change in public feeling has taken place among the German masses since the beginning of the war; or, if there has been a change, it has not been in the direction of discouragement. The utmost which ordinary Germans can be got to say is that "it is high time that peace were made"—but they mean, of course, a German peace, one which shall consolidate and correspond to German victories. They not only feel that they are victorious, but they are firmly persuaded that they cannot be beaten.

It must not be supposed that the German people has an uneasy conscience. The Imperial Chancellor's declaration to the Reichstag at the beginning of the war that Germany was "doing wrong" in invading Belgium was never taken as a confession of guilt. His phrase that "necessity knows no law" meant and still means to Germans that Germany found herself in a condition of what is called *Notstand*—that is to say, of legitimate self-defence. Surrounded by a ring of jealous enemies who had conspired to assault and crush her, she claimed that her only chance was in breaking through the ring by all possible means, and of "vindicating by the sword her right to free existence." Statements by people like Harden that Germany wanted war, and made it deliberately as regarded as heresy. Harden has been badly received by audiences in provincial towns when he has attempted to propound this view.

At first it was thought that the war would be short and triumphant. Confidence in the Army and in its chiefs was boundless. Illustrated papers represented the spirit of Bismarck as brooding over Paris and pointing the way to a repetition of the mighty deeds of 1870 and 1871. The Battle of the Marne was taken as a proof that the task might be longer and harder than had at first been supposed, but all talk of a German reverse was checked by the explanation that, on the Marne, the German armies had merely stayed their advance for a few days in order to take up positions carefully selected five years earlier by the foresight of the General Staff.

As time went on the conviction grew and deepened that Germany was fighting for her very existence. Though obliged by the necessities of the situation to attack, the view constantly inculcated upon the people was that Germany was and is on the defensive. There are no means of getting this notion out of the public mind.

FEELING TOWARDS ENGLAND.

Gradually the bitterness of feeling towards England increased. It is now intense. The Germans had been hopeful that, in the event of a European war, England would at least be neutral. Some even dreamed that England might be on their side. They never imagined that she would declare war upon them. The declaration of war was consequently a great blow, though the phrase of the King of Bavaria—"So much the better; the more enemies the greater honour"—was quickly passed from mouth to mouth. At the time I felt, and I still believe, that had the attitude of England been plainer, Germany would have shrunk from making war until she was quite sure that England would stand aloof.

Now nothing short of thorough military defeat will convince the German people that they can be beaten. Otherwise there will be no peace except on Germany's own terms. The people are prepared to suffer, much as they may dislike the inconvenience to which the war has put them. This is particularly true of those like Bavaria, where I spent some time before leaving the country. If the Bavarians could be given a smashing blow there might be a rapid end of the war, but they are now so persuaded as they were at the beginning that their Generals and their soldiers cannot be defeated. Even a Prussian defeat would not make much impression in Bavaria unless the Bavarian armies were defeated at the same time.

The Allies may not have noticed how carefully the Berlin Government plays upon the feelings of the various German "tribes." To-day it is the Pomeranians, to-morrow the Brandenburgians, next day the Saxons, and then the Bavarians who

(Continued on next column.)

THE BIG GUNS' POWER.

The Germans are great believers in the big guns' power not only to destroy the enemy's works, but to shake the nerve of the troops facing them that when the signal for infantry attack is given the bombardment has had a moral effect that cannot be over-estimated. The soldiers who have had to withstand this particular form of preparation have said repeatedly that in the earlier days the enemy held a tremendous advantage over the British Army in being able to continue such bombardments uninterruptedly for quite lengthy periods. This disparity happily no longer exists, and recent telegrams from neutral sources and our own agents that in intensity there has been nothing to equal the terrific hail of shell for the space of a week that preceded the opening of the British offensive 25 miles north and south of the Somme.

KITCHENER A FREEMASON.

In all the Kitchener memoirs published no mention seems to have been made of his Masonic connection. Yet he has held some of the highest offices in the craft. Strangely enough, though he has filled important offices in England, there are few Masons who can give you the name of his mother lodge. As a matter of fact, Kitchener was initiated into the order in Egypt, and there is in existence a photograph of him wearing Masonic regalia. This picture was taken in Egypt.

A "PIRATE'S" PUNISHMENT.

The *Evening Sun* (New York), commenting on an article in the London *Times*, notes that Lieutenant Steinbrink, the commander of the German submarine which torpedoed the *Sussex*, was decorated with the Order of Merit nearly a month after his exploit, and draws the conclusion that this decoration constitutes the appropriate punishment of which the German Note spoke.

The *Sun* asks if the Administration has inquired into the circumstances of this decoration and what it proposes to do if Germany has really made this "insolent reply" to America.



UNHAPPY THIN FOLKS.

One of the readers of a popular health journal wrote to the editor, asking why he was peevish, blue and discontented, and his answer will interest all thin people.

"My dear reader," he said, "when you write that you are thin and do not weigh what you should, you have given me the real cause of your unhappy feelings. If you only had a reserve of fat this would give a quieting and reassuring influence to the vital forces, and you would then be happy, contented and optimistic."

Then, too, you realize that the proper distribution of fat on the body and limbs makes all the difference between beauty and ugliness, and you envy your plump friends. As a liberal allowance of fat is one of nature's wise precautions to enable us to bear some of the trials of life, you should do all in your power to get fat. I know nothing so valuable to make people fat as a preparation of Sargol, prepared by The Sargol Co. of England.

From the standpoint of health, fat is essential, as it has great value as a reserve force, and saves the other tissues from destruction. So, by all means try to get fat."

A. S. WATSON & Co., Ltd.,
VICTORIA DISPENSARY,
THE PHARMACY,
QUEEN'S DISPENSARY,
THE EDWARD DISPENSARY.

75-3

are singled out for special praise in the official bulletins. Everything is so organized in every detail by the Government in order to carry out its policy that the public has no opportunity of acquiring views of its own. Popular confidence in official management and in the official accounts of things is still absolute. This situation requires the careful attention of the Allies.

WEATHER REPORT.

On the 24th at 11.20. No return from Japanese stations.

Pressure has increased considerably over N.E. China, and moderately at Shanghai, the depression having apparently moved eastward.

Fresh changes elsewhere are small.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 62.67 inches against an average of 48.46 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

| DISTRICT | FORECAST |
|---|--|
| Hongkong & Neighbourhood | West or variable winds, moderate to light; fine. |
| Formosa Channel | The same as No. 1. |
| South coast of China between Hongkong and Lamooka | The same as No. 1. |
| South coast of China between Hongkong and Hainan | The same as No. 1. |

CHINA COAST METEOROLOGICAL REGISTER.

24TH JULY, A.M.

| Station. | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Wind. | | Weather. |
|---------------|-------|----------------------------|--------------|-----------|------------|--------|----------|
| | | | | | Direction. | Force. | |
| Viadrostok | 6 a. | — | — | — | — | — | — |
| Nemuro | 6 a. | — | — | — | — | — | — |
| Hakodate | — | — | — | — | — | — | — |
| Tokio | — | — | — | — | — | — | — |
| Koshi | — | — | — | — | — | — | — |
| Nagasaki | — | — | — | — | — | — | — |
| Kagoshima | — | — | — | — | — | — | — |
| Oshimu | — | — | — | — | — | — | — |
| Naha | — | — | — | — | — | — | — |
| Ishijima | — | — | — | — | — | — | — |
| Santa Is. | — | — | — | — | — | — | — |
| Chitose | — | — | — | — | — | — | — |
| Whalester | — | 29.76 | 73 | 86 | — | 0 | — |
| Bankov | — | — | — | — | — | — | — |
| Hokang | — | — | — | — | — | — | — |
| Kinkiang | — | — | — | — | — | — | — |
| Changsha | — | — | — | — | — | — | — |
| Shanghai | — | 29.76 | 82 | 100 | N | 1 | bt |
| Godait | — | 29.76 | 83 | 96 | N | 2 | b |
| Sharp Peak | — | 29.69 | 60 | 92 | — | 0 | — |
| Amoy | 6 a. | 29.76 | 60 | 12 | W | 0 | — |
| Swatow | — | — | — | — | — | — | — |
| Yokohama | 6 a. | 29.71 | 79 | 87 | N | 2 | b |
| Tokyo | — | 29.71 | 76 | — | — | 0 | b |
| Yokohama | — | 29.67 | 77 | — | ENE | 2 | b |
| Koshu | — | 29.63 | 75 | — | — | 0 | b |
| Panama | — | 29.67 | 84 | — | — | 2 | e |
| San Francisco | 6 a. | — | — | — | S | 2 | e |
| Hongkong | — | 29.68 | 82 | 80 | — | 0 | — |
| Cap Rock | — | 29.63 | — | — | SW | 4 | — |
| Manila | — | 29.67 | 82 | 86 | SW | 4 | — |
| Yokohama | 9 a. | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Yokohama | — | — | — | — | — | — | — |
| Y | | | | | | | |

SHIPPING

ARRIVALS.

DONRAY MARU, Japanese str., 4,352, S. Shiohara, 24th July—Koji 16th July, General—Nippon Yusen Kaisha.

GLORY, British str., 3,079, O. O. Simpson, 24th July—Singapore 18th July, General—Order.

KAIKONG, British str., 987, J. B. Evans, 24th July—Haiphong 22nd July, General—Butterfield & Swire.

KURICHOW, British str., from Canton, 23rd July.

LIAN, British str., 1,223, Pottinger, 23rd July—Swatow 22nd July, Butterfield & Swire.

Lucow, British str., from Canton, 24th July.

SHANTUNG, British str., 1,568, J. Macgregor, 23rd July—Shanghai 18th July, General—Butterfield & Swire.

LONGHONG, British str., E. Knight, 24th July—Manila 21st July, General—Jardine, Matheson & Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE, July 24th.

HUICHOW, British str., for Bangkok.

TALYTHYBUS, British str., for Manila.

DEPARTURES.

CHIPPING, British str., for Tientsin.

KWONGHANG, British str., for Canton.

KWANTAI, Chinese str., for Canton.

SHANTUNG, British str., for Canton.

PASSENGERS.

Per *Glengyle*, from Singapore, for Hongkong, Mr. White.

Per *Shantung*, from Shanghai, for Hongkong, Mrs. Massey, Mr. Smith, and Mr. Anderson.

VESSELS EXPECTED.

MERCHANT STEAMERS.

The str. *Saukhi* from Calcutta left Singapore on the 21st instant, a.m., and may be expected here on or about the 27th instant.

The E. and A. str. *St. Albans* left Sydney for this port on the 15th instant (via Queensland ports and Manila), and may be expected to arrive here on or about the 31st August.

The str. *Glengyle* is expected here from London on Sunday, the 23rd instant.

VESSELS ON THE BERTH

CANADIAN PACIFIC OCEAN SERVICES, LIMITED

(PACIFIC SERVICE).

THE Steamship
"EMPRESS OF JAPAN"
will be despatched from Hongkong at Noon on
WEDNESDAY,
26TH JULY.

for VANCOUVER via Usual Ports of Call.
Passengers and baggage must be on board not later than 10 o'clock Morning of Sailing.
C. P. O. S., LTD.
Hongkong, 19th July, 1916.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, CANTON, AND SOUTH AFRICA PORTS.

THE Steamship
"NANKIN."
Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 26th July, 1916, taking Passengers and Cargo or the above Ports. The str. "NANKIN" will proceed through to Port Said, Marseilles and London.

Stk and Valuable for Bombay (under arrangement) will be transhipped at Colombo into a Steamer of the B. I. S. N. Co.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
B. V. D. PARR,
Acting Superintendent.
Hongkong, 13th July, 1916.

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND LONDON.

THE Motor-ship

"GLENGLYLE,"
8,500 Tons D.W.
will be despatched for the above port about end of August, or beginning of September 1916.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co.

Hongkong, 5th July, 1916.

AMERICAN AND MANCHURIAN LINE.

FOR BOSTON AND NEW YORK VIA PANAMA CANAL.

THE Steamship

"CITY OF NAPLES,"

Captain Pine, will be despatched for the above ports on the 12th August, 1916.

For freight and further particulars apply to

THE BANK LINE, LTD.

General Agents.
Hongkong, 19th July, 1916.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | DATE | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|-------------------|-------------|------|----------------------------|-------------------------------|----------------------------|
| LONDON VIA USUAL PORTS OF CALL. | NANKIN | Brit. str. | 25th | G. Manley | P. & O. S. N. Co. | On 28th inst. at Noon. |
| LONDON VIA SINGAPORE, MALACCA, PENANG, & C. | SUWA MARU | Jap. str. | 25th | T. Sakino | NISSON YUSEN KAISHA | On 3rd Aug. at Noon. |
| LONDON & BOMBAY VIA USUAL PORTS OF CALL. | NOVARA | Brit. str. | 25th | H. R. Hetherington, R.N.R. | P. & O. S. N. Co. | On 11th Aug. at Noon. |
| LONDON | CITY OF NORWICH | Brit. str. | 25th | | THE BANK LINE, LIMITED | On 12th Sept. |
| GENOA & LONDON | GLORY | Brit. str. | 25th | | SHEWAN, TOMES & Co. | About End of Aug. |
| MAURITIUS & SOUTH AFRICAN PORTS | SALAMIS | Brit. str. | 25th | | THE BANK LINE, LIMITED | To-morrow. |
| DELAGO BAY, DURBAN, EAST LONDON, & C. | GUARDIAN | Brit. str. | 25th | | THE BANK LINE, LIMITED | On 7th Aug. |
| LAKE SUPERIOR VIA PORTS | MEXICO MARU | Jap. str. | 25th | T. Yamaguchi | MESSAGERIES MARITIMES | On 28th inst. at 3 p.m. |
| VICTORIA & TACOMA VIA MANILA & C. | KAMAKURA MARU | Jap. str. | 25th | | OKADA SHIGEMITSU KAISHA | On 8th Aug. at 4 p.m. |
| VICTORIA, B.C., & SEATTLE VIA KESWICK, B.C. | ANTO MARU | Jap. str. | 25th | | NISSON YUSEN KAISHA | On 12th Sept. at Noon. |
| MEXICAN, PANAMA & CHINA PORTS VIA JAPAN | WAKASA MARU | Jap. str. | 25th | | TOYO KAISEN KAISHA | Middle of Aug. |
| NEW YORK VIA SINGAPORE, DUBAI, CAPE TOWN & SANTOS | CITY OF NAPLES | Brit. str. | 25th | | THE BANK LINE, LIMITED | On 11th Aug. |
| BOSTON & NEW YORK VIA PANAMA CANAL | TIFFIN MARU | Brit. str. | 25th | | JAVA-CHINA-JAPAN LINE | On 15th Aug. at Noon. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN | SHANTUNG | Brit. str. | 25th | | TOYO KAISEN KAISHA | On 5th Sept. |
| SAN FRANCISCO VIA SINGAPORE & HONOLULU | CHINA | Brit. str. | 25th | T. H. Roberts | CHINA MAIL S.S. CO. LTD. | To-morrow. |
| VANCOUVER VIA SHANGHAI, JAPAN & C. | EMPEROR OF JAPAN | Brit. str. | 25th | W. Dixon Hopcraft | CANADIAN PACIFIC O. S. L. | On 5th Aug. |
| VANCOUVER VIA SHANGHAI, JAPAN & C. | EMPEROR OF ASIA | Brit. str. | 25th | S. Robinson | CANADIAN PACIFIC O. S. L. | On 30th Aug. |
| VANCOUVER VIA SHANGHAI, JAPAN & C. | EMPEROR OF RUSSIA | Brit. str. | 25th | A. J. Halsey | CANADIAN PACIFIC O. S. L. | On 6th Sept. |
| AUSTRALIAN PORTS VIA MANILA | ACT MARU | Jap. str. | 25th | K. Yoshikawa | NISSON YUSEN KAISHA | On 17th Aug. at 11 a.m. |
| JAPAN | ST. ALBANS | Brit. str. | 25th | | GERA, LIVINGSTON & Co. | On 27th Aug. at 11 a.m. |
| KOBE & YOKOHAMA | TILLYMORE | Brit. str. | 25th | Kawai | NISSON YUSEN KAISHA | On 8th Aug. |
| KOBE & YOKOHAMA | TANGA MARU | Jap. str. | 25th | E. T. T. T. | NISSON YUSEN KAISHA | On 12th Aug. at 10 a.m. |
| WEIHAIRUI, CHEFOO & TIENTSIN | KURICHOW | Brit. str. | 25th | D. E. Davies | BUTTERFIELD & SWIRE | To-day, at Noon. |
| SHANGHAI | LUCHOW | Brit. str. | 25th | J. H. Lushmore | JARDINE, MATHESON & Co., Ltd. | To-morrow at Daylight. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | S. Homewood | JARDINE, MATHESON & Co., Ltd. | On 27th inst. at 4 p.m. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | J. Mestral | BUTTERFIELD & SWIRE | On 28th inst. at Daylight. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | W. Bickard | JARDINE, MATHESON & Co., Ltd. | About 29th inst. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | Doris | MESSAGERIES MARITIMES | On 28th inst. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | Robertson | DAVID SASSON & Co., Ltd. | On 30th inst. at Daylight. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | J. M. Smith | NISSON YUSEN KAISHA | On 30th inst. at 10 a.m. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | K. Soyeda | JAVA-CHINA-JAPAN LINE | On 30th inst. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | D. Ashby | P. & O. S. N. Co. | About 3rd Aug. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | K. Ogura | NISSON YUSEN KAISHA | On 11th Aug. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | O. U. Talbot, R.N.R. | P. & O. S. N. Co. | About 14th Aug. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | J. H. Thomson | DOUGLAS LARSEN & Co. | To-day, at 2 p.m. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | J. W. Evans | DOUGLAS LARSEN & Co. | On 28th inst. at 2 p.m. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | W. C. Passmore | DOUGLAS LARSEN & Co. | On 1st Aug. at 2 p.m. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | A. Kobayashi | DOUGLAS LARSEN & Co. | On 2nd Aug. at 9 a.m. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | S. Tokumichi | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | W. Menzies | JARDINE, MATHESON & Co., Ltd. | On 29th inst. at 3 p.m. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | Kobayashi | NISSON YUSEN KAISHA | On 5th Aug. at 3 p.m. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | V. Somabawa | OKADA SHIGEMITSU KAISHA | To-day. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | R. S. Anderson | JARDINE, MATHESON & Co., Ltd. | On 30th inst. at Noon. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | G. P. Sedden | DAVID SASSON & Co., Ltd. | To-morrow, at 3 p.m. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | Nomura | NISSON YUSEN KAISHA | To-day. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | E. J. Pottinger | JAVA-CHINA-JAPAN LINE | On 30th inst. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | A. Kennedy | BUTTERFIELD & SWIRE | On 27th inst. at Daylight. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | G. H. Alcock | JARDINE, MATHESON & Co., Ltd. | To-morrow, at Noon. |
| SHANGHAI | CHIPPING | Brit. str. | 25th | J. B. Evans | JARDINE, MATHESON & Co., Ltd. | On 28th inst. at Daylight. |

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| DESTINATION | VESSEL'S NAME | DATE | TIME |
|----------------------------|---------------|--------------------|----------|
| YANGTZE, PENANG & CALCUTTA | "YATSHING" | Wed. 26th July | 3 p.m. |
| SHANGHAI | "WINGSANG" | Wed. 26th July | Daylight |
| SANDAKAN | "HINSANG" | Wed. 26th July | Noon |
| SHANGHAI | "CHOYSANG" | Thursday 27th July | Daylight |
| SHANGHAI | "KWONGSANG" | Friday 28th July | Daylight |
| SANDAKAN | "MAUSANG" | Friday 28th July | Noon |
| SHANGHAI | "LOONGSANG" | Saturday 29th July | 3 p.m. |
| MANILA | "WOSANG" | Sunday 30th July | Daylight |
| SHANGHAI | "TUENSANG" | Saturday 5th Aug. | 3 p.m. |

RETURN TOURS TO JAPAN.
The steamers "KURANG," "NANKIN," "LAISANG," and "POONGSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (about 2nd) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YATSHING," "KURANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered). Kobe and Moji and returning there direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

*Taking cargo on Through Bills of Lading to Yangtze Ports, Chafco Tientsin, Delat, Yokohama, and others.

*Taking cargo on Through Bills of Lading to Kaitai, Laidi, Davao, Amoy, Tamsui, Tientsin, and others.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS
All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

Telephone No. 215.
For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.
Hongkong, 24th July, 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.
AGENTS.

Telephone No. 215.
Hongkong, 16th April, 1915.

THE ROYAL
R.M.S.P. MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,
SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to
JARDINE, MATHESON & Co., Ltd.
AGENTS.
Telephone No. 215 Sub. Ex. 10
Hongkong, 16th April, 1915.

CANADIAN PACIFIC OCEAN SERVICES, LIMITED

FROM CHINA & JAPAN TO
CANADA, UNITED STATES & EUROPE
VIA VANCOUVER.

CALLING AT SHANGHAI, MANILA, Cebu, Kobe and Yokohama
In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA" - "EMPRESS OF ASIA"
18,850 Tons Gross Register - Quadruple Screw - Speed 21 Knots.

"EMPRESS OF JAPAN" - REDUCED FIRST CLASS FARES.

"MONTEAGLE" - INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG - SUBJECT TO CHANGE.

"EMPRESS OF JAPAN" 25 JULY
"EMPRESS OF ASIA" 30 AUG.
"MONTEAGLE" 30 AUG.
"EMPRESS OF RUSSIA" 6 SEPT.

* Calls at Moji instead of Nagasaki.

For further information, apply to Company's Agents.
HONGKONG - SHANGHAI - MANILA - KOBE - NAGASAKI -
MOJI - YOKOHAMA.

P. D. SUTHERLAND, General Agent, Passenger Department.
J. H. WALLACE, General Agent.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES

FOR STRAITS TO SAIL REMARKS

LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES

SHANGHAI, MOJI & KOBE

LONDON & BOMBAY VIA SINGAPORE, PENANG, NOVARA, COLOMBO, PORT SAID, MARSEILLES

SHANGHAI, MOJI, KOBE & MALTA, YOKOHAMA

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
P. & O. S. N. Co.'s Office
Hongkong, 25th July, 1916

LATEST STEAMER MOVEMENT.

The str. *Nankin* left Shanghai for this port on the 24th instant, a.m., with the homeward English mails, and is due here on the 27th instant, a.m.

VISITORS AT HOTELS.

HONGKONG HOTEL

| | |
|-----------------------------|-------------------------|
| Mr. A. Anderson | Mr. G. Harper |
| Mr. T. U. Andrew | Mr. A. P. Hill |
| Mr. P. Ashwell | Mr. W. B. Hind |
| Mr. E. L. Atkinson | Mr. W. J. Hodge |
| Mr. H. Murray Bain | Mr. A. Shelton Hooper |
| Mr. E. C. Baldwin | Mr. N. Ichioke |
| Mr. J. H. Baring | Mr. Mrs. C. D. Jackson |
| Mr. E. R. Bellios | Mr. E. Jones |
| Mr. R. E. Bellios | Mr. E. Joseph |
| Mr. C. D. J. Bell | Mr. A. T. Knoderer |
| Mr. H. Bickford | Mr. A. M. C. Lauritsen |
| Mr. H. Bickford | Mr. S. Longfield |
| Mr. R. J. Birkbeck | Mr. R. J. Lyons |
| Mr. J. Blacker | Mr. D. MacDonald |
| Mr. G. H. Bowdley and child | Mr. M. Mannors |
| Mr. C. Branch | Mr. C. Marous |
| Mr. & Mrs. H. Bridges | Mr. O. Marriot |
| Mr. D. Buchanan | Mr. D. McMurphy |
| Mr. T. J. Burns | Mr. B. K. Mehta |
| Mr. & Mrs. Butterworth | Mr. J. Mercey |
| Mr. Campbell | Mr. A. M. Mills |
| Mr. P. Carleton | Mr. E. H. Ray |
| Capt. J. Cassel | Mr. J. Hawk |
| Maj. & Mrs. S. A. Cleman | Mr. A. Heenan |
| Mr. N. H. Collins | Capt. S. van Ronkel |
| Mr. G. L. Courtney | Mr. R. Rouse |
| Mr. F. E. Davis | Mr. & Mrs. J. Shaw |
| Mr. F. Denby | Mr. E. Shelley |
| Capt. J. Dewar | Mr. & Mrs. T. W. Simons |
| Mr. J. Duggan | Mr. J. S. Spar |
| Miss S. Duggan | Mr. A. Sorensen |
| Mr. P. Dorison | Mr. J. W. Stachhouse |
| Mr. M. Drovard | Mr. H. F. Stenham |
| Mr. A. W. Eastman | Mr. S. J. Story |
| Mr. C. Finlay | Mr. G. V. Stubbings |
| Mr. A. C. Finney | Mr. G. Wood |
| Miss G. Fletcher | |
| Mr. & Mrs. S. J. Fuller | Mr. H. H. Taylor |
| Mr. J. Gibb | Mr. D. Temple |
| Mr. V. Gouldford | Mr. A. L. T. T. T. |
| Mr. A. G. Gordon | Mr. J. H. T. T. T. |
| Mr. & Mrs. P. J. Gray | Capt. H. Trowbridge |
| Mr. S. M. S. Gabbay | Mr. C. D. Upton |
| Mr. G. Hamel | Mr. S. Wiggins |
| Mr. & Mrs. W. A. Hannibal | Mr. S. P. J. Williamson |
| | Mr. G. G. Wood |

KING EDWARD HOTEL

| | |
|------------------------|----------------------|
| Mr. & Mrs. Almond | Mr. T. Leman |
| Mr. & Mrs. Baker | Mr. H. McFarish |
| Mr. G. Bannerman | Mr. D. Mchall |
| Mr. & Mrs. T. S. Cheng | Mr. E. C. Norris |
| Mr. C. S. Coy | Mr. W. C. Passmore |
| Mr. C. Frits | Mr. C. E. Richardson |
| Mr. T. van de Graaf | Mr. J. Sim |
| Mr. T. N. Gregory | Mr. F. M. Sowers |
| Mr. & Mrs. T. Gunn | Mr. E. M. Sleigh |
| Mr. & Mrs. Hammett | Mr. J. S. Stalk |
| Mr. & Mrs. E. Howard | Mr. G. E. Stott |
| Mr. Wm. Jackson | Mr. C. Shurley |
| Mr. J. Joseph | Mr. H. Thornton |
| Mr. A. Lambden | Mr. Van Vleet |
| Miss E. G. Lambden | Mr. D. H. Welch |
| | Mr. H. Wyman |

PEARL HOTEL

| | |
|---------------------------|------------------------------------|
| Mr. & Mrs. H. F. Campbell | Mr. & Mrs. Neil Mac |
| Rev. & Mrs. Carin | Mr. & Mrs. Meares |
| Mr. F. W. Cary | Mr. & Mrs. V. Meines |
| Mr. & Mrs. C. D. Caselli | Mr. & Mrs. H. H. Morgan |
| Col. R. E. Darling | Mr. V. L. Perkins |
| Mr. W. J. Dexter | Mr. & Mrs. E. Ralphs |
| Comdr. & Mrs. Fooks | Mr. Riecu |
| Mr. & Mrs. D. Forrester | Mr. & Mrs. W. E. Roberts and child |
| Mr. W. H. Ford | Mr. S. B. Ross |
| Mr. D. Donnan Fuller | Mr. & Mrs. E. J. Silva |
| Mr. C. Gaudet | Mr. & Mrs. E. J. Silva |
| Rev. & Mrs. G. Hillman | Mr. C. Skott |
| Mr. L. Gull | Mr. S. S. Smith |
| Mr. B. G. H. Gullif | Mr. & Mrs. Grant Smith |
| Mr. & Mrs. B. A. Hale | Mr. & Mrs. A. Findlay |
| Mr. F. A. Hazeld | Mr. & |

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

From Hongkong 25th July. Connecting with "GUJARAT" From Colombo 17th Aug.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "SALAMIS" 12th August.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

LONDON ... "CITY OF NORWICH" ... On 12th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO ERSS & Co., CANTON.

Hongkong 22nd July, 1916.

GENERAL AGENTS

104

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL
WEIHAIWEL, CHEFOO & TIENTSIN "KUEICHOW" ... On 25th July, Noon.
MANILA, CEBU and ILOILO "TAMING" ... On 25th July, 4 P.M.
SHANGHAI "LUCHOW" ... On 25th July, 4 P.M.
BANKOK "LANAI" ... On 25th July, 4 P.M.
HAIPHONG "KAPONG" ... On 27th July, 10 A.M.
SHANGHAI "SHANTUNG" ... On 27th July, 4 P.M.

DIRECT SAILINGS TOWARD RIVER, TWICE WEEKLY.

SS. "LINTAN" and SS. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
SS. "ANHUI," "CHENAN," "LUCHOW," "TINGCHOW," "SHANTUNG" and "SINKANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th July, 1916.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying at 9 to 10 Days

| STEAMSHIP | CAPTAIN | LEAVING |
|------------|----------------------|-------------------------------|
| "HAITAN" | Capt. J. S. Thomson | TUESDAY, 25th July, at 2 P.M. |
| "HAIPHONG" | Capt. J. W. Evans | FRIDAY, 18th July, at 2 P.M. |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 1st Aug., at 2 P.M. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAFRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 22nd July, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

SS. "FANTHIA," 5192 tons, Capt. J. W. Robertson, will be despatched for SHANGHAI, KOBE, and MOJI on 29th July.

WESTWARD

SS. "JAPAN," 6015 tons, Captain G. P. Sedden, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 25th July.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 24th July, 1916.

AGENTS

27

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

| Steamers to Colombo | Leave Hongkong Noon Friday | Connecting Mail Str. from Colombo | Due at MARSEILLES 1916 | Due at LONDON 1916 |
|---------------------|----------------------------|-----------------------------------|------------------------|--------------------|
| NANKIN | July 23 | Through Steamer... | Sept. 1 | Sept. 10 |
| NOVARA | Aug. 11 | *KATSAR-T-HIND | Sept. 11 | Sept. 18 |
| NORE | Aug. 25 | *MOOTAN | Sept. 25 | Oct. 2 |
| MALTA | Sept. 8 | *KASHGAR | Oct. 8 | Oct. 15 |
| NAMUR | Sept. 23 | Through Steamer... | Oct. 26 | Nov. 4 |
| SARDINIA | Oct. 6 | Through Steamer... | Nov. 9 | Nov. 18 |
| NOVARA | Oct. 20 | MORRA | Nov. 19 | Nov. 25 |
| NORE | Nov. 3 | Through Steamer... | Dec. 6 | Dec. 15 |
| NYANZA | Nov. 17 | *MONGOLIA | Dec. 17 | Dec. 24 |

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| SS. | Leave Hongkong About |
|----------|--------------------------|
| NORE | TUESDAY, 1st August. |
| MALTA | MONDAY, 14th August. |
| NAMUR | SUNDAY, 27th August. |
| SARDINIA | SATURDAY, 9th September. |

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

| STEAMERS. | Leave Hongkong about | Leave Port SAID about | Due at MARSEILLES, if calling about | Due at LONDON about |
|-----------|----------------------|-----------------------|-------------------------------------|---------------------|
| SOMALI | Aug. 15 | Aug. 21 | Sept. 20 | Sept. 29 |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half, available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

E. V. D. PARE,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS AND DISPLACEMENT | TONS | SAILING DATES |
|--|-------------------------------------|--------|---------------------------------|
| LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE | \$ SUWA MARU Capt. T. Sekine | 21,000 | THURSDAY, 3rd Aug., at Noon. |
| | \$ ATSUTA MARU Capt. Sato | 18,000 | THURSDAY, 10th Aug., at Noon. |
| VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA | \$ KAMAKURA MARU Capt. T. Kusano | 12,400 | TUESDAY, 8th Aug., at 4 P.M. |
| | \$ YOKOHAMA MARU Capt. Shinohara | 12,500 | WEDNESDAY, 30th Aug., at 4 P.M. |
| SYDNEY and MELBOURNE via MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE and BRISBANE | \$ AKI MARU Capt. K. Yoshikawa | 12,500 | TUESDAY, 15th Aug., at 11 A.M. |
| | \$ TANGO MARU Capt. S. Takano | 13,500 | TUESDAY, 12th Sept., at 4 P.M. |
| CALCUTTA via SINGAPORE, PENANG and RANGOON | \$ COLOMBO MARU Capt. Nemura | 8,000 | SUNDAY, 30th July. |
| BOMBAY via SINGAPORE, MALACCA and COLOMBO | \$ BOMBAY MARU Capt. Kobayashi | 8,000 | TUESDAY, 25th July. |
| KOBE and YOKOHAMA | \$ TENSIN MARU Capt. Kawai | 8,000 | MONDAY, 31st July. |
| SHANGHAI and KOBE | \$ YETOROFU MARU Capt. Ogura | 8,000 | FRIDAY, 11th Aug. |
| YAGASAKI, KOBE and YOKOHAMA | \$ TANGO MARU Capt. Tanaka | 13,500 | SATURDAY, 12th Aug., at 5 P.M. |
| SHANGHAI, KOBE and YOKOHAMA | \$ IYO MARU Capt. K. Oyada | 12,500 | SUNDAY, 30th July, at 10 A.M. |

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY).

| | | | |
|--|---------------------------------|--------|-------------------------------|
| NEW YORK via SINGAPORE, DUBBAN, CAPE TOWN and SANTOS | \$ WAKASA MARU Capt. Isumoto | 12,600 | Sails from Kobe Middle August |
|--|---------------------------------|--------|-------------------------------|

\$ Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

Telephone Nos. 92 and 233.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamer | Tons and Speed | Leave Hongkong |
|---------------|-------------------|-------------------------------|
| * NIPPON MARU | 11,000 — 15 knots | THURS., 3rd Aug. 10.30 A.M. |
| SHINYO MARU | 22,000—21 knots | TUES., 15th Aug. Noon. |
| * ANYO MARU | 18,500 — 15 knots | TUES., 12th Sept. Noon. |
| * PERSIA MARU | 9,000 — 14 knots | THURS., 31st Sept. 10.30 A.M. |
| TENYO MARU | 22,000—21 knots | WED., 4th Oct., Noon. |

* Via MANILA, Omitting Shanghai.

* Cargo only.

* Proceeding to South American Ports.

* Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS
MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO

TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer ANYO MARU ... 13,500 — 15 knots ... TUESDAY, 12th Sept.
For Full Particulars as to Passage and Freight, apply to—

K. DOI, AGENT,
King's Building.

[213]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTHLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI

FOURTHLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... ATHOS ... On or about 29th July.

For MANILA, CEBU and ILOILO ... HOMER ... On or about 7th Aug.
(Without Transshipment)

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740

O. S. K.
OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, INAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA

"MEXICO MARU" ... FRIDAY, 28th July, at 3 P.M.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, AND COLOMBO.

"INDO MARU" ... SUNDAY, 30th July, at Noon.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA AND SINGAPORE.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

\$ "SOERU MARU" ... WEDNESDAY, 2nd Aug., at 9 A.M.

* Proceeding to Anping and Takao.

* Proceeding to Tamsui via Swatow and Amoy.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ST. ALBANS | 6th Aug. | On 27th Aug., 11 A.M. |
| EASTERN | 13th Sept. | On 4th Oct., 11 A.M. |

All Steamers fitted with wireless telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBBS, LIVINGSTON & CO.,
AGENTS

[22]

POST OFFICE NOTICE.

Correspondence addressed to easy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Mexico cannot be transmitted.

Ships in communication with Cape D'Aguiar Radio Telegraph Station:—
Eastern *Tallyhuss*
Tijmanoch

INWARD MAILS.

| FROM | PER | DATE |
|----------|----------|------------|
| SHANGHAI | Yingchow | 26th July. |
| SHANGHAI | Yingchow | 27th July. |
| SHANGHAI | Yingchow | 28th July. |
| SHANGHAI | Yingchow | 29th July. |
| SHANGHAI | Yingchow | 30th July. |
| SHANGHAI | Yingchow | 31st July. |
| SHANGHAI | Yingchow | 1st Aug. |
| SHANGHAI | Yingchow | 2nd Aug. |
| SHANGHAI | Yingchow | 3rd Aug. |
| SHANGHAI | Yingchow | 4th Aug. |
| SHANGHAI | Yingchow | 5th Aug. |
| SHANGHAI | Yingchow | 6th Aug. |
| SHANGHAI | Yingchow | 7th Aug. |
| SHANGHAI | Yingchow | 8th Aug. |
| SHANGHAI | Yingchow | 9th Aug. |
| SHANGHAI | Yingchow | 10th Aug. |
| SHANGHAI | Yingchow | 11th Aug. |
| SHANGHAI | Yingchow | 12th Aug. |
| SHANGHAI | Yingchow | 13th Aug. |
| SHANGHAI | Yingchow | 14th Aug. |
| SHANGHAI | Yingchow | 15th Aug. |
| SHANGHAI | Yingchow | 16th Aug. |
| SHANGHAI | Yingchow | 17th Aug. |
| SHANGHAI | Yingchow | 18th Aug. |
| SHANGHAI | Yingchow | 19th Aug. |
| SHANGHAI | Yingchow | 20th Aug. |
| SHANGHAI | Yingchow | 21st Aug. |
| SHANGHAI | Yingchow | 22nd Aug. |
| SHANGHAI | Yingchow | 23rd Aug. |
| SHANGHAI | Yingchow | 24th Aug. |
| SHANGHAI | Yingchow | 25th Aug. |
| SHANGHAI | Yingchow | 26th Aug. |
| SHANGHAI | Yingchow | 27th Aug. |
| SHANGHAI | Yingchow | 28th Aug. |
| SHANGHAI | Yingchow | 29th Aug. |
| SHANGHAI | Yingchow | 30th Aug. |
| SHANGHAI | Yingchow | 31st Aug. |
| SHANGHAI | Yingchow | 1st Sept. |
| SHANGHAI | Yingchow | 2nd Sept. |
| SHANGHAI | Yingchow | 3rd Sept. |
| SHANGHAI | Yingchow | 4th Sept. |
| SHANGHAI | Yingchow | 5th Sept. |
| SHANGHAI | Yingchow | 6th Sept. |
| SHANGHAI | Yingchow | 7th Sept. |
| SHANGHAI | Yingchow | 8th Sept. |
| SHANGHAI | Yingchow | 9th Sept. |
| SHANGHAI | Yingchow | 10th Sept. |
| SHANGHAI | Yingchow | 11th Sept. |
| SHANGHAI | Yingchow | 12th Sept. |
| SHANGHAI | Yingchow | 13th Sept. |
| SHANGHAI | Yingchow | 14th Sept. |
| SHANGHAI | Yingchow | 15th Sept. |
| SHANGHAI | Yingchow | 16th Sept. |
| SHANGHAI | Yingchow | 17th Sept. |
| SHANGHAI | Yingchow | 18th Sept. |
| SHANGHAI | Yingchow | 19th Sept. |
| SHANGHAI | Yingchow | 20th Sept. |
| SHANGHAI | Yingchow | 21st Sept. |
| SHANGHAI | Yingchow | 22nd Sept. |
| SHANGHAI | Yingchow | 23rd Sept. |
| SHANGHAI | Yingchow | 24th Sept. |
| SHANGHAI | Yingchow | 25th Sept. |
| SHANGHAI | Yingchow | 26th Sept. |
| SHANGHAI | Yingchow | 27th Sept. |
| SHANGHAI | Yingchow | 28th Sept. |
| SHANGHAI | Yingchow | 29th Sept. |
| SHANGHAI | Yingchow | 30th Sept. |
| SHANGHAI | Yingchow | 1st Oct. |
| SHANGHAI | Yingchow | 2nd Oct. |
| SHANGHAI | Yingchow | 3rd Oct. |
| SHANGHAI | Yingchow | 4th Oct. |
| SHANGHAI | Yingchow | 5th Oct. |
| SHANGHAI | Yingchow | 6th Oct. |
| SHANGHAI | Yingchow | 7th Oct. |
| SHANGHAI | Yingchow | 8th Oct. |
| SHANGHAI | Yingchow | 9th Oct. |
| SHANGHAI | Yingchow | 10th Oct. |
| SHANGHAI | Yingchow | 11th Oct. |
| SHANGHAI | Yingchow | 12th Oct. |
| SHANGHAI | Yingchow | 13th Oct. |
| SHANGHAI | Yingchow | 14th Oct. |
| SHANGHAI | Yingchow | 15th Oct. |
| SHANGHAI | Yingchow | 16th Oct. |
| SHANGHAI | Yingchow | 17th Oct. |
| SHANGHAI | Yingchow | 18th Oct. |
| SHANGHAI | Yingchow | 19th Oct. |
| SHANGHAI | Yingchow | 20th Oct. |
| SHANGHAI | Yingchow | 21st Oct. |
| SHANGHAI | Yingchow | 22nd Oct. |
| SHANGHAI | Yingchow | 23rd Oct. |
| SHANGHAI | Yingchow | 24th Oct. |
| SHANGHAI | Yingchow | 25th Oct. |
| SHANGHAI | Yingchow | 26th Oct. |
| SHANGHAI | Yingchow | 27th Oct. |
| SHANGHAI | Yingchow | 28th Oct. |
| SHANGHAI | Yingchow | 29th Oct. |
| SHANGHAI | Yingchow | 30th Oct. |
| SHANGHAI | Yingchow | 31st Oct. |
| SHANGHAI | Yingchow | 1st Nov. |
| SHANGHAI | Yingchow | 2nd Nov. |
| SHANGHAI | Yingchow | 3rd Nov. |
| SHANGHAI | Yingchow | 4th Nov. |
| SHANGHAI | Yingchow | 5th Nov. |
| SHANGHAI | Yingchow | 6th Nov. |
| SHANGHAI | Yingchow | 7th Nov. |
| SHANGHAI | Yingchow | 8th Nov. |
| SHANGHAI | Yingchow | 9th Nov. |
| SHANGHAI | Yingchow | 10th Nov. |
| SHANGHAI | Yingchow | 11th Nov. |
| SHANGHAI | Yingchow | 12th Nov. |
| SHANGHAI | Yingchow | 13th Nov. |
| SHANGHAI | Yingchow | 14th Nov. |
| SHANGHAI | Yingchow | 15th Nov. |
| SHANGHAI | Yingchow | 16th Nov. |
| SHANGHAI | Yingchow | 17th Nov. |
| SHANGHAI | Yingchow | 18th Nov. |
| SHANGHAI | Yingchow | 19th Nov. |
| SHANGHAI | Yingchow | 20th Nov. |
| SHANGHAI | Yingchow | 21st Nov. |
| SHANGHAI | Yingchow | 22nd Nov. |
| SHANGHAI | Yingchow | 23rd Nov. |
| SHANGHAI | Yingchow | 24th Nov. |
| SHANGHAI | Yingchow | 25th Nov. |
| SHANGHAI | Yingchow | 26th Nov. |
| SHANGHAI | Yingchow | 27th Nov. |
| SHANGHAI | Yingchow | 28th Nov. |
| SHANGHAI | Yingchow | 29th Nov. |
| SHANGHAI | Yingchow | 30th Nov. |
| SHANGHAI | Yingchow | 1st Dec. |
| SHANGHAI | Yingchow | 2nd Dec. |
| SHANGHAI | Yingchow | 3rd Dec. |
| SHANGHAI | Yingchow | 4th Dec. |
| SHANGHAI | Yingchow | 5th Dec. |
| SHANGHAI | Yingchow | 6th Dec. |
| SHANGHAI | Yingchow | 7th Dec. |
| SHANGHAI | Yingchow | 8th Dec. |
| SHANGHAI | Yingchow | 9th Dec. |
| SHANGHAI | Yingchow | 10th Dec. |
| SHANGHAI | Yingchow | 11th Dec. |
| SHANGHAI | Yingchow | 12th Dec. |
| SHANGHAI | Yingchow | 13th Dec. |
| SHANGHAI | Yingchow | 14th Dec. |
| SHANGHAI | Yingchow | 15th Dec. |
| SHANGHAI | Yingchow | 16th Dec. |
| SHANGHAI | Yingchow | 17th Dec. |
| SHANGHAI | Yingchow | 18th Dec. |
| SHANGHAI | Yingchow | 19th Dec. |
| SHANGHAI | Yingchow | 20th Dec. |
| SHANGHAI | Yingchow | 21st Dec. |
| SHANGHAI | Yingchow | 22nd Dec. |
| SHANGHAI | Yingchow | 23rd Dec. |
| SHANGHAI | Yingchow | 24th Dec. |
| SHANGHAI | Yingchow | 25th Dec. |
| SHANGHAI | Yingchow | 26th Dec. |
| SHANGHAI | Yingchow | 27th Dec. |
| SHANGHAI | Yingchow | 28th Dec. |
| SHANGHAI | Yingchow | 29th Dec. |
| SHANGHAI | Yingchow | 30th Dec. |
| SHANGHAI | Yingchow | 31st Dec. |

OUTWARD MAILS.

| FOR | PER | DATE |
|---------------------------------------|-------------|---------------------------|
| Port of Spain and Singapore | Hanoi | Tuesday, 25th, 9.00 A.M. |
| Bentley | Hanoi | Tuesday, 25th, 11.00 A.M. |
| Straits *Ceylon and India via Bombay | Bombay Maru | Tuesday, 25th, 11.00 A.M. |
| Wellington, Cebu and Manila | Kuonchow | Tuesday, 25th, 11.00 A.M. |
| Swatow, Amoy and Foochow | Haitan | Tuesday, 25th, 1.20 P.M. |
| Singapore | Yingchow | Tuesday, 25th, 2.00 P.M. |
| Straits and India via Calcutta | Tameng | Tuesday, 25th, 2.00 P.M. |
| Philippines Islands | Tameng | Tuesday, 25th, 3.00 P.M. |
| Shanghai and North China | Tameng | Tuesday, 25th, 3.00 P.M. |
| Shanghai, North China and Vladivostok | Gianglye | Tuesday, 25th, 3.00 P.M. |
| Hohow, Fuzhou and Quzhou | Haitan | Tuesday, 25th, 4.00 P.M. |
| Bangkok | Lina | Tuesday, 25th, 5.00 P.M. |
| Hohow and Bangkok | Kuonchow | Tuesday, 25th, 5.00 P.M. |
| Shanghai and North China | Wingwang | Tuesday, 25th, 5.00 P.M. |

| | | |
|---|------------------|--|
| SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, VICTORIA, VANCOUVER, UNITED STATES, SOUTH AMERICA, and UNITED KINGDOM VIA CANADA (EUROPE via SIBERIA) (Shanghai Br. P.O. Monday, 24th July) | Empress of Japan | Wednesday, 26th, Registration ... 9.45 A.M. Letters ... 10.30 A.M. |
| Sundays | Haitan | Wednesday, 26th, 11.00 A.M. |
| Shanghai and North China | Choyang | Wednesday, 26th, 5.00 P.M. |
| Haiphong | Kuonchow | Thursday, 26th, 9.00 A.M. |
| Batavia, Soerabaya, Soerabaya and Malesse (Port Moresby via Batavia) | Tytilap | Thursday, 26th, 1.00 P.M. |
| Shanghai and North China | Shantung | Thursday, 26th, Registration ... 2.15 P.M. Letters ... 3.00 P.M. |
| Shanghai Br. P.O. Monday, 24th July | | |
| SEATTLE, BUREAU, CANTON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEN, COVET and SOVET (The Parcel Mail will be closed on Thursday, 27th July, at 5 P.M.) | Nonko | Friday, 26th, Registration ... 10.15 A.M. Letters ... 11.00 A.M. |
| Formosa via Keelung, Japan via Moji, Victoria, and Tacoma | Mexico Maru | Friday, 26th, Registration ... 12.15 P.M. Letters ... 1.00 P.M. |
| Swatow, Amoy and Foochow | Haitan | Friday, 26th, 1.30 P.M. |
| Swatow, Amoy and Foochow via Keelung | Amoy Maru | Sunday, 26th, 9.00 A.M. |
| Swatow, Amoy and Foochow | Haitan | Tuesday, 26th, 1.30 P.M. |
| Swatow, Amoy, Formosa via Takao | Saku Maru | Wednesday, 26th, 8.00 A.M. |
| Straits, Colombo, Durban, Cape Town and London | Suna Maru | Thursday, 26th, 11.00 A.M. |

* Super-scheduled correspondence only.

LOCAL AND REGULAR MAILS OUTWARD.

| FOR | ON WEDNESDAYS | ON SUNDAYS & HOLIDAYS |
|--------------------------------------|--|-----------------------|
| Canton (Frisa) | 11.30 A.M. | 9.00 A.M. |
| Tai O | 4.30 A.M. | |
| Tai Po | 10.00 A.M. | 9.00 A.M. |
| Cheng Chow | 4.00 P.M. | |
| Shanghai, Canton and Sheungshui | 2.00 P.M. | |
| Aberdeen, Antau, Ping Shan, Sai Kung | 4.00 P.M. | |
| Santin, Stanley | 4.30 P.M. | |
| Canton, Wuchow and Samshui | 7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M. | 5.00 P.M. |
| Macao | 7.15 A.M. 1.30 P.M. 5.00 P.M. | 8.15 A.M. |
| Kongmoon | 5.00 P.M. | 5.00 P.M. |
| Namtau and Samshui | 5.00 P.M. | 5.00 P.M. |
| Shamchun | 10.00 A.M. 4.00 P.M. | 9.00 A.M. |

From Sheungwan Western Branch P.O.

| FOR | ON WEDNESDAYS | ON SUNDAYS & HOLIDAYS |
|---------------|---------------|-----------------------|
| Macao | 7.30 A.M. | 8.30 A.M. |
| Canton | 7.30 A.M. | 9.30 P.M. |
| Tai Ping Tung | 7.00 A.M. | 7.00 A.M. |
| Shok Ki | 9.30 P.M. | 9.30 P.M. |
| Kongmoon | 7.30 P.M. | 7.30 P.M. |
| Kuonchow | 6.00 P.M. | 6.00 P.M. |
| Kaukong | 6.00 P.M. | 6.00 P.M. |

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

TO ELECTRIC LIGHT CONSUMERS.

THE "PHOEBUS" LAMP TAKES THE LEAD.

DON'T believe that the lamp which costs the least is the most economical.

Remember current costs more than lamps, and cheap lamps are "Wasters."

DON'T believe that the lamp which lasts the longest is invariably the best or the cheapest. Directly a lamp blackens it should be cast aside.

Remember again, current costs more than lamps.

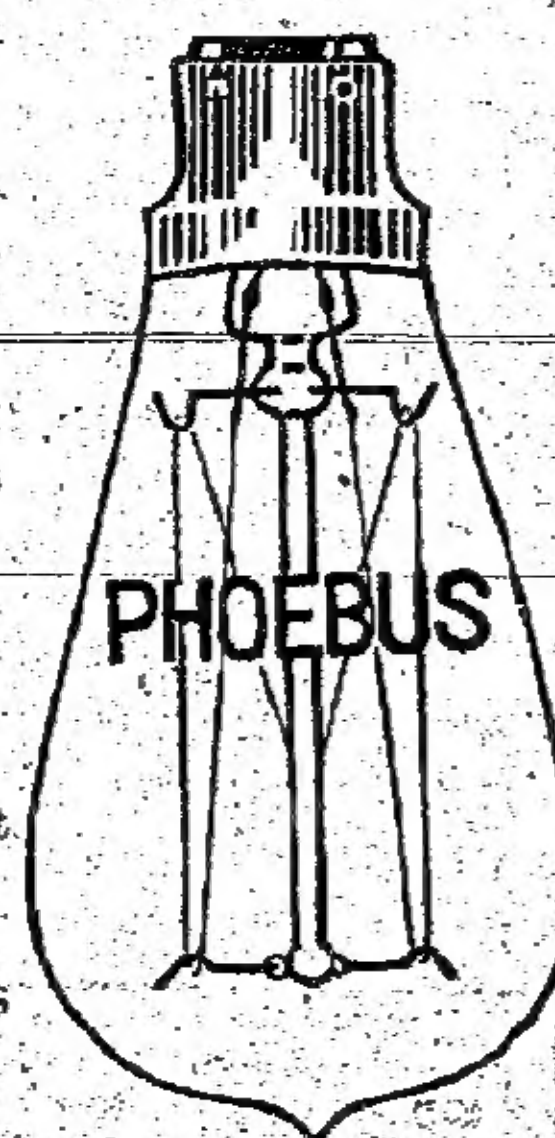
DON'T buy a lamp without a good reputation.

Remember the name "PHOEBUS" is a guarantee that the lamp is of the first quality.

Large Stocks of all Candle Powers and Voltages always carried.

WM. C. JACK & CO., LTD.,

14, DES VOUX ROAD CENTRAL, HONGKONG



COMMERCIAL.

CLOSING QUOTATIONS.

| | July 24th |
|----------------------------------|-------------|
| London | |
| Telegraphic Transfer | 2-1/2 |
| Bank Bills, on demand | 2-1/2 |
| Bank Bills, at 30 days sight | 2-1/2 |
| Bank Bills, at 4 months sight | 2-1/2 |
| Credit, at 4 months sight | 2-1/2 |
| Documentary Bills 4 months sight | 2-1/2 |
| Paris | |
| Bank Bills, on demand | 239 |
| Credit, at 4 months sight | 300 |
| New York | |
| Bank Bills, on demand | 48 |
| Credit, at 60 days sight | 48 |
| Bombay | |
| Telegraphic Transfer | 153 |
| Bank Bills, on demand | 153 |
| Calcutta | |
| Telegraphic Transfer | 153 |
| Bank Bills, on demand | 153 |
| Shanghai | |
| Bank Bills, at sight | 72 |
| Private, 30 days sight | 72 |
| Tokyo | |
| Bank Bills, on demand | 96 |
| Bank Bills, at 30 days sight | 97 |
| Singapore | |
| Bank Bills, on demand | 87 |
| Ceylon | |
| Bank Bills, on demand | 118 |
| Hankow | |
| Bank Bills, on demand | 34 1/2 p.m. |
| Singapore | |
| Bank Bills, on demand | 3 1/2 p.m. |
| Bangkok | |
| Bank Bills, on demand | 76 |
| Southern, Bank's Buying Rate | 12.55 nom |
| Gold Loan, 100 lbs, per ton | 553.50 |
| Bar Silver, per oz. | 30 1/4 |

SUBSIDIARY COUN.

| | per cent. |
|-----------------------------|----------------|
| Hongkong ... 20 cents piece | 2.01 discount. |
| Hongkong ... 10 | 2.10 |
| Canton ... 20 | 14.82 |
| Canton ... 10 | 16.00 |

SHARE LIST—QUOTATIONS.
Hongkong, 24th July, 1916.

| STOCKS. | NO. OF SHARES. | VALUE | PAID UP. | CLOSING QUOTA- TIONS CASE | RETURN ON BASIS OF LAST DIVID. |
|--|-------------------|----------|-------------|------------------------------|---|
| BANKS.— | | | | | |
| Hongkong and Shanghai Bank Corporation | 130,000 | \$125 | all | \$1770, buyers | 6 1/2 p.c. |
| China Borneo Company, Limited | 60,000 | \$12 | all | \$91, sellers | 8 1/2 p.c. |
| China Light and Power Company, Limited | 50,000 | \$5 | all | \$1.55, buyers | 8 1/2 p.c. |
| China Provident Loan and Mortgage Co., Ltd. | 200,000 | \$10 | all | \$3, buyers | 8 1/2 p.c. |
| COTTON MILLS.— | | | | | |
| Ewo Cotton Spinning and Weaving Co., Ltd. | 20,000 | Tls. 60 | all | T. 135, buyers | 11 1/2 p.c. |
| Kung Yik Cotton S. & W. Co., Ltd. | 100,000 | Tls. 10 | all | T. 12, buyers | 12 p.c. |
| Shanghai Cotton Manufacturing Co., Ltd. | 40,000 | Tls. 60 | all | T. 69, buyers | 8 p.c. |
| Yangtze Cotton Mill, Limited | 20,000 | Tls. 5 | all | Tls. 5, buyers | 6 p.c. |
| Dairy Farm Company, Limited | 4,000 | \$7 1/2 | all | \$3 1/2 | 3 1/2 p.c. |
| DOCKS AND WHARVES.— | | | | | |
| H.K. Dock and Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$3 | 4 1/2 p.c. |
| H.K. Dock and Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$125, buyers | 4 p.c. |
| Shanghai Dock and Engineering Co., Ltd. | 55,750 | Tls. 100 | all | T. 87 | 9 p.c. |
| New Engineering and S. B. Works, Ltd. | 100,000 | Tls. 5 | all | T. 10 | 8 p.c. |
| Shanghai and Hongkong Wharf Co., Ltd. | 310,000 | Tls. 100 | all | T. 12 | 6 1/2 p.c. |
| Green Island Cement Company, Limited | 400,000 | \$10 | all | \$8.15, buyers | 4 1/2 p.c. |
| Hongkong Electric Company, Limited | 80,000 | \$10 | all | \$47, buyers | 4 1/2 p.c. |
| Hongkong Hotel Company, Limited | 20,000 | \$50 | all | \$112, buyers | 4 1/2 p.c. |
| Hongkong Ice Company, Limited | 8,500 | \$25 | all | \$109 | 7 p.c. |
| Hongkong R. & M. Manufacturing Co., Ltd. | 60,000 | \$10 | all | \$12, buyers | 9 p.c. |
| Hongkong Tramway Company, Limited | 325,000 | \$5 | all | \$3.35, sellers | 4 1/2 p.c. |
| INSURANCES.— | | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | all | \$395 | 6 1/2 p.c. |
| China Fire Insurance Co., Limited | 20,000 | \$150 | all | \$151 | 7 1/2 p.c. |
| Hongkong Fire Insurance Co., Limited | 6,000 | \$250 | all | \$399, buyers | 7 1/2 p.c. |
| North China Insurance Co., Limited | 10,000 | \$15 | all | Tls. 15, buyers | 6 1/2 p.c. |
| Union Insurance Society, Limited | 15,000 | \$250 | all | \$395, sellers | 6 p.c. |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | all | \$39, buyers | 6 p.c. |
| LANDS AND BUILDINGS.— | | | | | |
| H.K. Land Invest. Agency Co., Ltd. | 50,000 | \$100 | all | \$104 | 7 p.c. |
| Hongkong Central Estate, Limited | 10,000 | \$100 | all | \$10 | 7 1/2 p.c. |
| Hongkong Land Reclamation Co., Ltd. | 20,000 | \$100 | all | \$75 | 4 1/2 p.c. |
| Hampshire Estate and Finance Co., Ltd. | 150,000 | \$10 | all | \$4, buyers | 5 1/2 p.c. |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$10 | all | \$3 | 6 p.c. |
| Shanghai Land Investment Co., Ltd. | 75,000 | Tls. 100 | all | Tls. 97 | 7 1/2 p.c. |
| West Point Building Co., Limited | 12,500 | \$10 | all | \$3, div. | 4 1/2 p.c. |
| Mantelchappi tot Mijl Boschen Land- bouw exploitatie in Langkat | 250,000 | Gls. 10 | all | Tls. 23 | |
| MINING.— | | | | | |
| Ural Caviar Oil Corp., Limited | 1,000,000 | \$1 | all | \$16 | |
| Kailan Mining Administration | 4,000,000 | \$1 | all | \$16, buyers | |
| Raub Australian Gold Mining Co., Ltd. | 300,000 | \$1 | all | \$3 | |
| Troch Mines, Limited | 100,000 | \$1 | all | \$16 | |
| Peak Tramway Company, Limited | 50,000 | \$10 | all | \$9, buyers | 7 1/2 p.c. |
| Peak Tramway Company, Limited | 50,000 | \$10 | all | \$3.75, buyers | |
| REFINERIES.— | | | | | |
| China Sugar Refining Company, Ltd. | 20,000 | \$100 | all | \$118, sellers | 10 p.c. |
| Malayan Sugar Company, Ltd. | 14,000 | P 30 | all | \$32, buyers | 7 1/2 p.c. |
| STEAMSHIP COMPANIES.— | | | | | |
| Douglas Steamship Company, Limited | 20,000 | \$50 | all | \$19, sellers | 3 1/2 p.c. |
| H.K. Dock, Canton & Malacca S. B. Co., Ltd. | 80,000 | \$15 | all | \$24, buyers | 4 1/2 p.c. |
| Indo-China Steam Navigation Co., Ltd. | 50,000 | \$25 | all | net \$47 \$51.13, all. | 5 1/2 p.c. |
| Indo-China Steam Navigation Co., Ltd. | 50,000 | \$25 | all | net \$47 \$51.13, all. | 5 1/2 p.c. |
| SHELL TRANSPORT AND TRADING CO., LTD.— | | | | | |
| Star Ferry Company, Limited | 4,822,000 | \$1 | all | 105/- | 7 p.c. |
| South China Marine Post, Limited | 40,000 | \$20 | all | \$35, sellers | 6 p.c. |
| Steam Laundry Company, Limited | 20,000 | \$25 | all | \$39 | 7 p.c. |
| Steam Laundry Company, Limited | 20,000 | \$5 | all | \$3 | 7 p.c. |
| STORES AND DISPENSARIES.— | | | | | |
| Powell & Wm., Limited | 21,000 | \$7 | all | \$3 | |
| Watson & Co., A. S., Limited | 60,000 | \$10 | all | \$5, sellers | 10 p.c. |
| Union Waterboat Company, Limited | 60,000 | \$10 | all | \$1, buyers | 7 p.c. |